

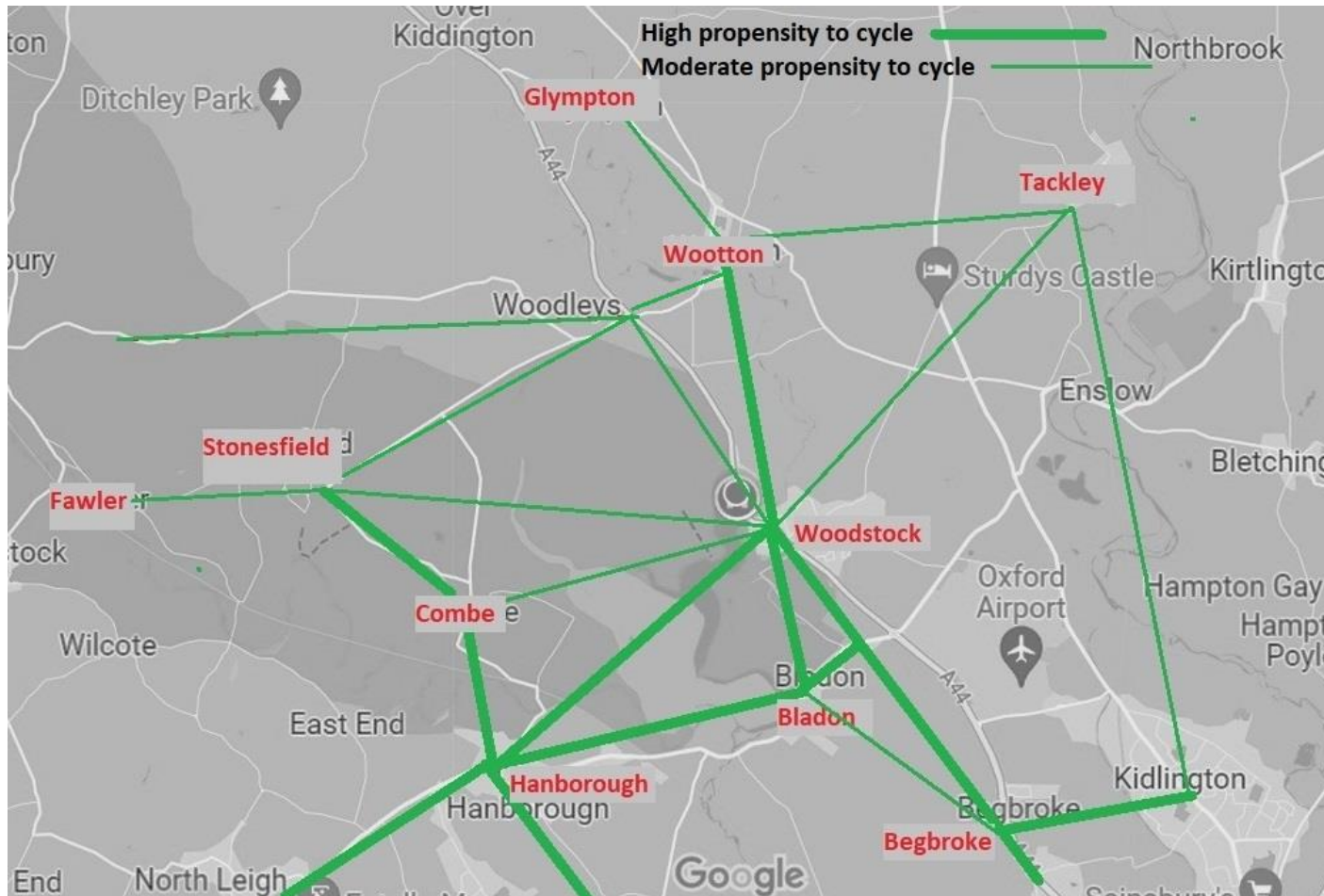
Woodstock and Area LCWIP

Site Visits by OCC and VTN

4th, 5th, 6th, 9th, 11th October 2023

Summary of Site Visits and VTN Appraisals for Cycling and Walking Desire Lines

Woodstock Area LCWIP – Overall VTN Communities Desire Lines and Appraisals



Notes on Appraisals

1. Each desire line is split into sections of approx. similar characteristics.
2. Each section has a unique reference.
3. Routes identified are principally for cycling. Walking routes are included where distances will support a propensity for walking, particularly where they provide connections to public transport.
4. Local walking appraisals within Woodstock, Bladon, Hanborough, Combe, Stonesfield with Fawler, and Wootton with Glympton are not included here but are covered in the Village Travel Network Active Travel Plan.
5. Routes on desire lines will inevitably benefit more than one community but the appraisals that follow are not repeated for each village/community e.g. Wootton to Woodstock route appraisal is covered in the “Woodstock” section but are not repeated in the “Wootton” section.
6. The National Cycle Network is abbreviated as NCN. Un-numbered roads are abbreviated to U/C roads. Xing means cross roads. Rbout means roundabout.

Woodstock Desire Lines

1. Woodstock to/from Bladon and Hanborough (esp. rail station) – High propensity to cycle
 - a. A44 Woodstock to Bladon Rbout 15,000 vpd
 - b. A4095 Bladon Rbout to Bladon village 10,000 vpd
 - c. A4095vBladon Village 10,000 vpd
 - d. A4095 Bladon village to Hanboro rail stn 10,000 vpd
 - e. A4095 Hanboro village onwards 10,000 vpd
2. Woodstock to Wootton
 - a) A44 Woodstock to 1st Wootton turn and onwards to B4437 junction 11,000 vpd
 - b) U/C road 1st Wootton turn to Wootton village
 - c) Wootton to Glympton via B4027 and alternative U/C Road Tew Lane
3. Woodstock to/from Oxford via Begbroke – High propensity to cycle 15,000 vpd +
 - a. A44 Woodstock to Begbroke
 - b. A44 Woodstock to Oxford
4. Woodstock to/from Tackley – Moderate propensity to Cycle <3000 vpd except A4260 xing at 10,300 vpd
 - a. U/C road Woodstock to Sturdy's Castle incl. Xing of B4027
 - b. A4260 Xing
 - c. U/C road Sturdy's Castle to Tackley village
5. Woodstock to/from Stonesfield and Combe – Moderate propensity to cycle (esp. "Routes to School")
 - a. A44 Woodstock to B4437 at The Duke
 - b. B4437 The Duke to U/C road at Ditchley Gate
 - c. U/C road Ditchley Gate to Stonesfield
 - d. U/C road to Combe
6. Woodstock to/from Charlbury – Moderate propensity to cycle (esp. Charlbury to Oxford)
 - a. A44 Woodstock to B4437 at The Duke
 - b. B4437 The Duke to Charlbury

Hanborough Desire Lines

7. Hanborough to/from Witney is covered in the Witney LCWIP
8. Hanborough to Eynsham – High propensity to cycle
 - a. U/C road Hanborough to Eynsham (Lower Road)
 - b. U/C road Long Hanborough to Church Hanborough and then Lower Road to Eynsham
9. Hanborough to/from Combe and Stonesfield – High propensity to cycle
 - c. U/C road (Swan Hill) Hanborough to Combe Halt rail stn
 - d. U/C road Combe Halt to Combe village
 - e. U/C road Combe village
 - f. U/C road Combe to Stonesfield

Stonesfield Desire Lines

10. Stonesfield to/from Fawler. Moderate propensity to cycle
 - a. U/C direct road Stonesfield to/from Fawler
 - b. Alternative U/C road via Evenlode Lane Stonesfield to/from Fawler

Wootton Desire Lines

11. Wootton to/from Tackley – Moderate propensity to cycle
 - a. U/C road Wootton village to B44027 Milford Bridge
 - b. B4027 Milford Bridge to A4260 Sturdy's Castle
 - c. O/C road Sturdy's Castle to Tackley
12. Wootton to/from Glympton – Moderate propensity to cycle
 - a. B4027 Wootton to Glympton

Tackley Desire Lines

13. Tackley to/from Kidlington – Moderate propensity to cycle

Begbroke Desire Lines

14. Begbroke to/from Kidlington – High propensity to cycle

Appraisals.

The appraisal for each section of each desire line is judged on the following criteria:-

- Desire Line
- Route Description
- Unique Section Number
- propensity to cycle and/or walk
- section length
- existing traffic flows where available
- existing traffic speed (either speed limit or subjective judgement of typical traffic speed)
- perceived safety for cycling (Sustrans suggests that a cycle route should be suitable for an unaccompanied 12 year old)
- route directness
- environmental aspects such as air quality detriment or improvement, detrimental or positive landscape and heritage affects
- gradient and comfort as suitability for cycling
- onward connectivity to other communities
- alternative routes availability

Sections of the appraisal tables are shaded **Green**, **Yellow** or **Red** to match the scoring system used in the DfT Route Selection Tool for LCWIP. Essentially, **Green** indicates that for the particular criteria the section of the route is satisfactory for cycling, **Yellow** means that the section of route can become satisfactory with the addition of minor infrastructure adjustments. **Red** means that significant infrastructure works are required to make the route suitable for active travel.

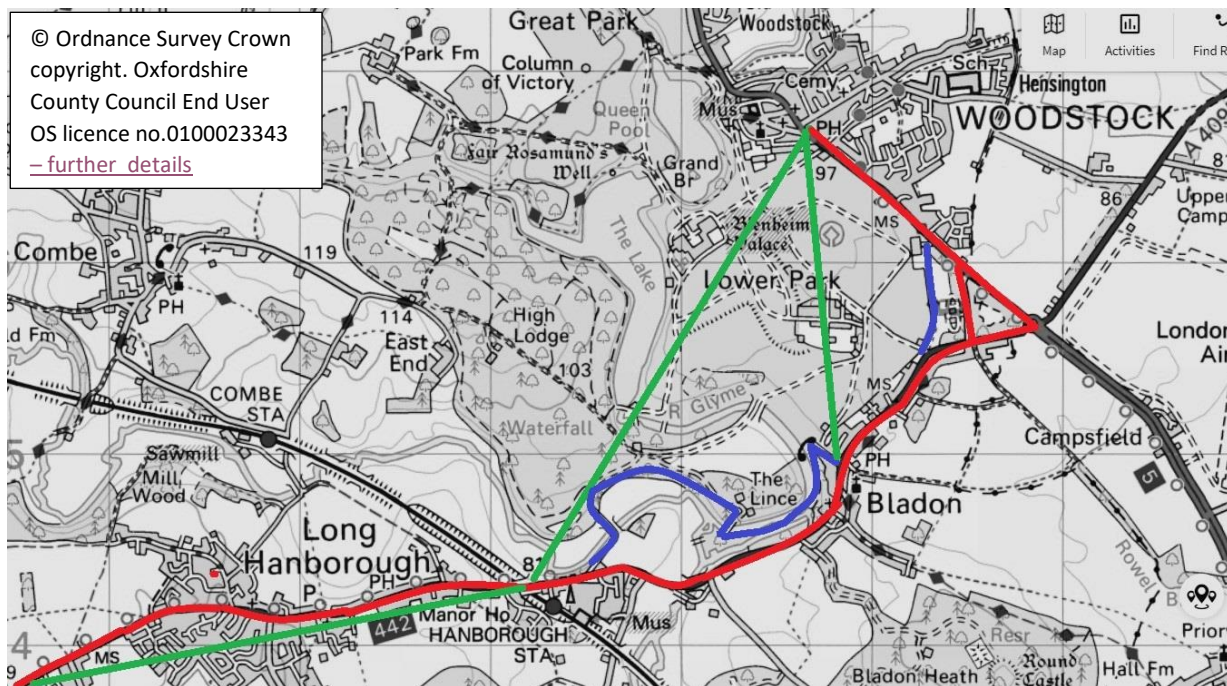
Key to maps:

- Straight green lines show desire line
- Red lines show routes covered in appraisal
- Blue lines represent alternatives

1. **Woodstock to/from Bladon and Hanborough** (esp. rail station) – **High propensity to cycle**

- a. A44 Woodstock to Bladon Rbout 15,000 vpd Segregates shared cycle footway throughout
- b. A4095 Bladon Rbout to Bladon village 10,000 vpd No cycle facilities. Unsuitable for cycling
- c. A4095 Bladon Village 10,000 vpd 20 mph limit but very narrow cway and no cycle infrastructure available
- d. A4095 Bladon village to Hanboro rail stn 10,000 vpd Unsafe 50 mph speed limit and no official cycle infrastructure
- e. A4095 Hanboro village onwards 10,000 vpd. Shared segregated cycle footway throughout but multiple junctions etc.

Desire Line 1. Woodstock to/from Bladon and Hanborough					
Route description – A44 via segregated shared cycle footway to Bladon Rbout NCN Route 5 and then A4095 on carriageway through Bladon to Hanborough. Onwards from Hanborough on shared cycle footway					
Unique Section Ref No.	1a	1b	1c	1d	1e
Propensity to cycle	There is a high propensity for cycling and walking throughout this route. The rail station at Hanborough is a draw for commuters and onward travel. The Marlborough School draws students from across the wider area. The international visitor centre and World Heritage Site of Blenheim Palace draws people from a wide area. The route connects to Sustrans route 5 towards Oxford or Banbury and route 51 towards Bicester				
Section length m	1400m	1100m	500m	1700m	2000m+
Existing traffic flows vpd	15400	10000	10000	10000	10000
Existing traffic speed limits mph	30 and 50	30	20	50	30
Perceived safety for cycling	Good	Unsafe	Unsafe	Unsafe	Reasonable
Directness	Direct	Direct	Direct	Direct	Direct
Comfort	Fair	Poor	Poor	Bad	Fair
Gradient	Flat	Flat	Flat	Flat	Flat
Connectivity	Onward to Begbroke Kidlington Yarnton Oxford		None	Cassington village	Rail stn and multiple others
Alternative opportunity	Via contraflow on U/C Baldon Chain (popular unauthorised shortcut)				



Commentary: The Woodstock Bladon Hanborough and onwards route is an essential part of the active travel rural network and is already well established on the A4095 between Witney and Hanborough Rail Station. A new section of segregated cycle track at North Leigh, expected soon, will complete the link and provide opportunities for significantly increased active travel. The NCN Route 5 is also well established between Oxford and Woodstock.

The NCN Route 5 from Woodstock to Bladon roundabout is generally satisfactory, but there are concerns about the absence of safe signalised crossings at the roundabout itself. There are more serious issues for cycling

through Bladon between the A44/A4095 roundabout and onwards to Hanborough Rail Station. To overcome this, a shared cycle footway through the village of Bladon is recommended where space allows. Within the 20 mph zone in the village centre a shared use path may not be possible and measures need to be put in place to ensure vehicular traffic are fully aware to expect and accommodate vulnerable road users.

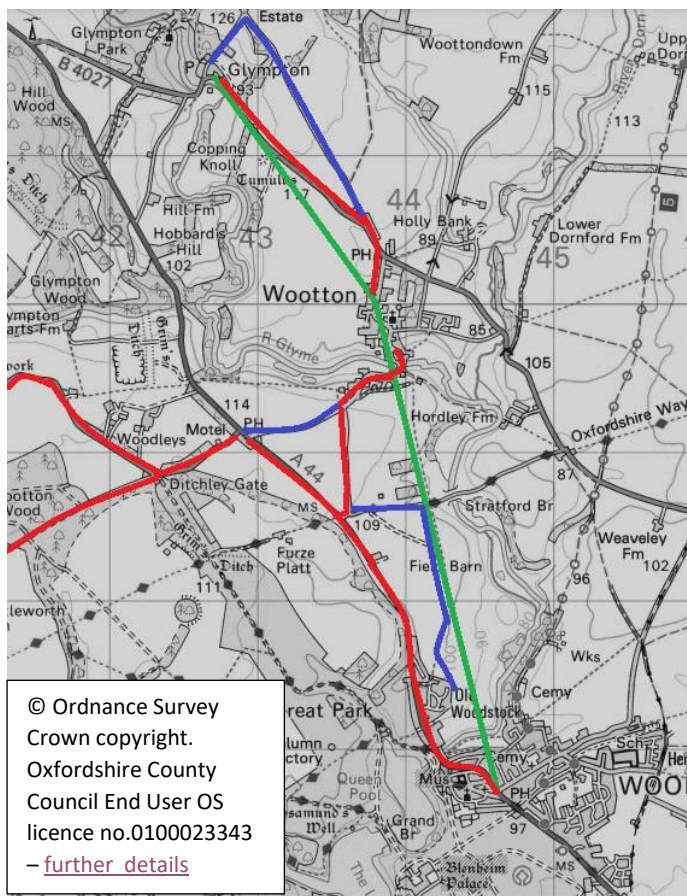
From Bladon to Hanborough the existing footway is presently used on an unofficial basis as a shared use cycle footway. For much of the length in question this is satisfactory but there are significant pinch points that need to be addressed particularly at the Hanborough end where significant carriageway re-alignment is required to accommodate a formal shared use segregated facility.

Blenheim encourage visitors to arrive by public transport to Hanborough station and they have bike hire available at the station. Some limited availability to cycle within Blenheim Park represent a valuable alternative to the A4095. However, these routes are permissive and conditional.

2. Woodstock to/from Wootton – High propensity to cycle

- a. A44 Woodstock to 1st Wootton turn and onwards to B4437 junction. 11,000 vpd and 50 mph and unsuitable as a cycling route
- b. U/C road 1st Wootton turn to Wootton village. Mainly local traffic and reasonable for cycling with some minor modifications

Desire Line 2: Woodstock to/from Wootton		
Route Description: There is no segregated cycle facility. In Woodstock town there is a 30 mph speed limit but the carriageway is substandard in width and alignment, there are significant gradients, and footways are very narrow (<than 1m in places). North of the town vehicular speeds are high and there is no segregated cycle facility		
Unique Section Ref	2a	2b
Propensity to cycle	There is a high propensity to cycle between Wootton and Woodstock, the latter being the main service centre for schools, shops, medical and pharmacy services and some leisure activities. The A44 also gives access to premium bus services for Oxford	
Section length	1000m	1200m
Existing traffic flows	12000 vpd	Not available (est. <2000)
Existing traffic speeds	30 in town and 50 beyond town	Not available
Perceived safety for cycling	Unsafe	Reasonable – mainly local traffic
Directness	Direct	Direct
Comfort	Very poor	Fair
Gradient	Flat	Steep gradient on narrow hills within village
Connectivity	Onwards via B4437 to Stonesfield and Charlbury. Also links to Oxfordshire Way long distance trail which crosses A44 at 1 st Wootton turn	Local only
Alternatives and/or additional routes	An alternative (partly) off-road cycle pedestrian route is offered by Blenheim as part of their current Hill Rise development. See detail in VTN Active Travel Plan	



Lane to a “quiet lane”.

Commentary: NCN Route 5 alongside the A44 primary route, effectively terminates as a convenient routine active travel route, at Woodstock (it does continue but off-road on an inadequate, indirect and uncomfortable route). The demand therefore for a good segregated shared use cycle footway north from Woodstock, alongside the A44, to link to its nearest neighbour, Wootton, the long distance Oxfordshire Way and to the B4437 for Charlbury and Stonesfield is imperative.

The route will require a safe crossing point for pedestrians and cyclists at 1st Wootton turn. Beyond the 1st Wootton turn, the carriageway of the unclassified road to Wootton will be reasonable for cycling and walking with the addition of some warning lines and signs, particularly on the steep and narrow hill at West End (which is within the 20 mph zone)

Residents of Wootton frequently use “first mile, last mile” active travel to reach the A44 to use the frequent S3 bus service to Oxford. Better facilities are therefore required including a bus shelter and secure storage for bikes at the A44/B4437 crossroads and at the A44/1st Wootton turn. An alternative public transport solution would be for Stagecoach to re-route the S3 away from the A44 around the triangle and to relocate the bus stop closer to the village (which is where the bus used to be routed).

The alternative, partly off-highway route, between Woodstock and Wootton and shown in blue on the plan is likely to be promoted as part of the proposed housing development in Old Woodstock. It would benefit from the downgrading of Stratford

3. Woodstock to/from Oxford via Begbroke – High propensity to cycle

- a) A44 Woodstock to Begbroke – fully segregated cycle/footways throughout
- b) A44 Woodstock to Oxford - fully segregated cycle/footways throughout

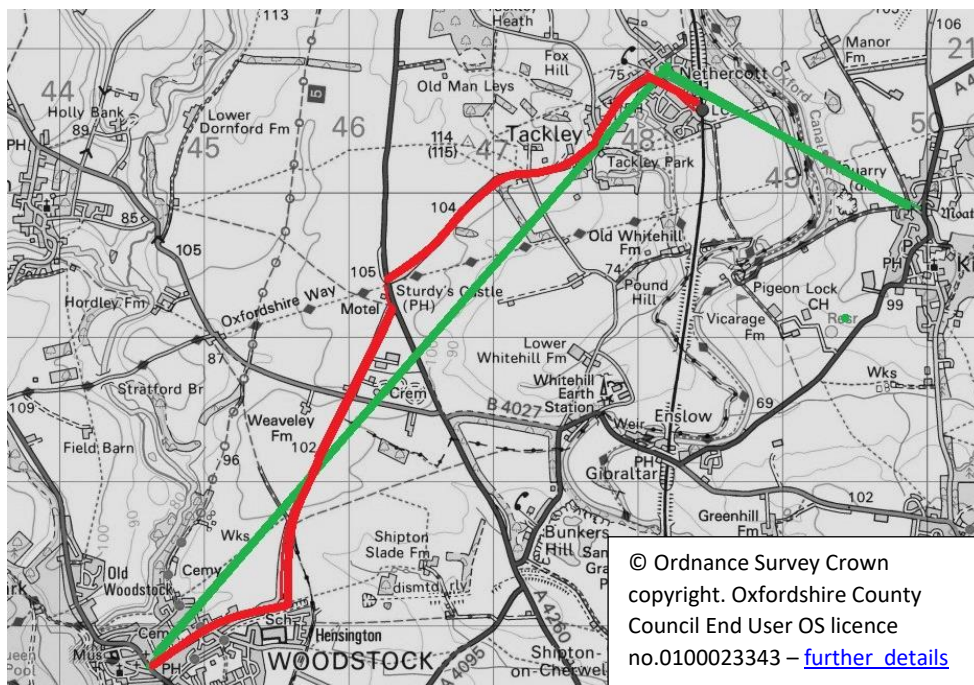
Desire Route 3: Woodstock to/from Oxford via Begbroke – High propensity to cycle		
Route Description: The desire route follows the A44 Primary route through Begbroke and Yarnton to Oxford. Major new active travel and public transport improvements have recently been completed on this route in North Oxford		
Unique Section Ref	3a	3b
Propensity to cycle	There is a high propensity to cycle (less to walk) on this NCN Route 5 for commuting and utility cycling to Oxford and Kidlington	
Section Length	3600m	3600m to A40 jumc.
Existing traffic flows	15,000 +	15,000 to 26,000
Existing traffic speeds	70 and 50	50 and 30
Perceived safety for cycling	Safe route (segregated throughout). Some difficult junctions/crossings	Safe route (segregated throughout). Some difficult junctions/crossings
Directness	Direct	Direct
Comfort	Fair	Fair
Gradient	Flat	Flat
Connectivity	Connections to Kidlington	Connections to Kidlington
Alternatives and/or additional routes		NCN Route 5 from Yarnton to Oxford is off road and follows the Oxford canal

Commentary: The present segregated cycle route is largely satisfactory despite ongoing criticisms concerning the routine maintenance (both cyclic and structural) of the route. South of Yarnton cyclists can choose between following the public road network on segregated cycle tracks or off-road alongside the Oxford canal (NCN route 5). Cycle and pedestrian connections between Yarnton and Kidlington require protecting in the light of Network Rail’s proposals for possible closures of level crossings at Sandy Lane and Kidlington.

4. **Woodstock to/from Tackley** – Moderate propensity to Cycle

- a) U/C road Woodstock to Sturdy's Castle
- b) A4260 Crossing
- c) U/C road Sturdy's Castle to Tackley village

Desire Line 4: Woodstock to/from Tackley – Moderate propensity to Cycle <3000 vpd except A4260 xing at 10,300 vpd			
Route Description: The route between Tackley and Woodstock is chiefly on unclassified roads of reasonable width and alignment. There is a steep hill by St Nicholas church in Tackley. The particular difficulty discouraging active travel is the dangerous crossing of the A4260 at Sturdy's Castle (10,300 vpd).			
Unique Section Ref	4a	4b	4c
Propensity to cycle: There is a moderate propensity to cycle between Tackley and Woodstock. There is no public transport between the two communities and Woodstock is a significant service centre for Tackley particularly in respect of secondary schooling, medical services and shops.			
Section length	2900m	100m	2000m
Existing traffic flows	N/A	10,300 vpd	N/A
Existing traffic speeds	Reasonable	60 mph	Reasonable
Perceived safety for cycling	Reasonable subject to some warning lines and signs and to safety measures at X rds with B4027	Unsafe – presently extreme care is required to cross A4260 – see commentary below	Reasonable subject to some warning lines and signs and additional pedestrian facilities on Church Hill
Directness	Direct	Direct	Direct
Comfort	Reasonable	Poor	Reasonable
Gradient	Flat	Flat	Steep hill. No alternative readily available. Additional warning and improved pedestrian facilities required
Connectivity	Tackley to Kirtlington see commentary below. Tackley to Kidlington and Oxford via express bus service from Sturdy's Castle		
Alternatives and/or additional routes			



Commentary: There is a moderate propensity to cycle between Tackley and Woodstock. Woodstock is the nearest service centre for the Marlborough secondary school, medical centre, pharmacy, supermarket, library etc. Residents are dissuaded from active travel by the dangerous crossing of the high speed A4260. If nothing else is addressed on this desire line, the A4260 must be made safer. A speed limit combined with the conversion of the present right turning ghost islands into physical islands is suggested as a possible option.

Tackley rail station attracts some first mile last mile active travellers as the station serves Banbury, Coventry and Birmingham as well as Oxford and London whereas Hanborough serves Worcester as well as Oxford and London.

There is also a modest desire line between Tackley and Kirtlington and is accessed via a bridleway (not included in the above appraisal table). Currently the bridleway is inaccessible due to

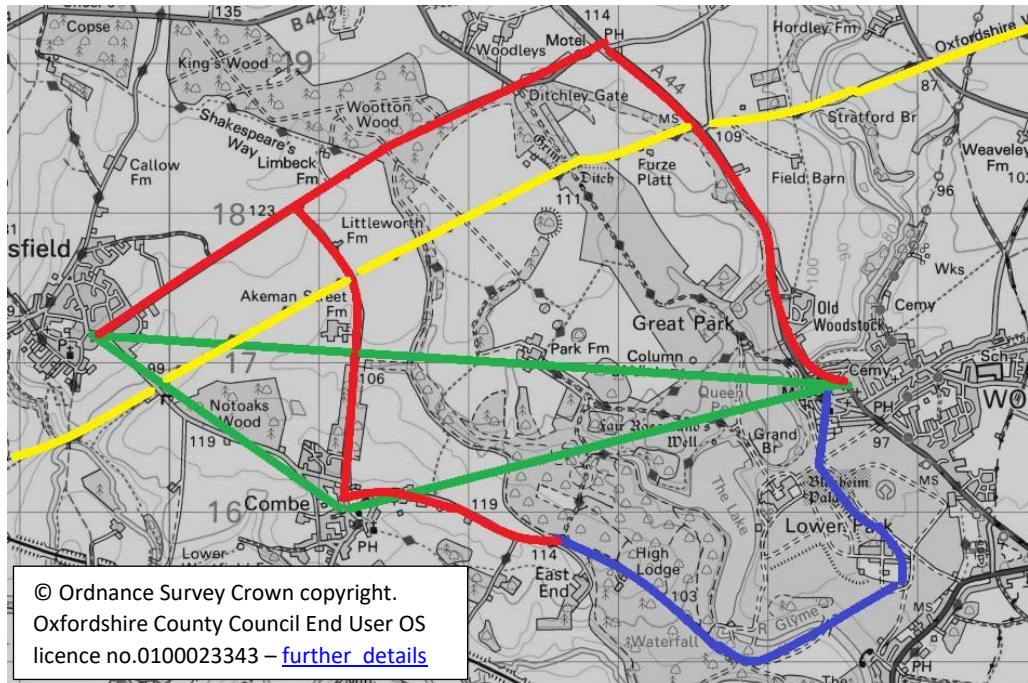
Network Rail's closure of the level crossing. A temporary overbridge is provided but is not accessible by bike. This needs to be addressed by OCC and Network Rail

5. Woodstock to/from Stonesfield and Combe – Moderate propensity to cycle (esp. “Routes to School”)

- a) A44 Woodstock to B4437 at The Duke
- b) B4437 The Duke to U/C road at Ditchley Gate
- c) U/C road Ditchley Gate to Stonesfield
- d) Either U/C road to Combe or continue U/C road to Stonesfield

Desire Line 5: Woodstock to/from Stonesfield and Combe				
Route Description	From Woodstock, the route is on the A44 to B4437 junction, then on B4027 to the junction with the U/C road known as Woodstock Road. For Combe, the route then follows a smaller and somewhat quieter U/C road into Combe. For Stonesfield continue on Woodstock Road into Stonesfield			
Unique Section Ref	4a	4b	4c	4d
Propensity to cycle	Connectivity between Stonesfield, Combe and Woodstock is not good. It is not direct having to circumvent Blenheim Park and requires travelling on the busy and fast A44 and the fast (though less busy) Woodstock Road Stonesfield. There is, nevertheless, a moderate propensity to cycle given Woodstock’s position as a local service centre			
Section length	2000m	600m	3300m	3500m
Existing traffic flows	10,300 vpd	N/A	N/A	N/A
Existing traffic speeds	50	N/A	N/A but fast	N/A
Perceived safety for cycling	Unsafe	Unsafe	Unsafe	Reasonable
Directness	Poor	Poor	Poor	Poor
Comfort	Poor	Poor	Poor	Fair
Gradient	Flat	Flat	Flat	Flat
Connectivity	Connectivity to Wotton and onward connectivity to Charlbury			
Alternatives and/or additional routes	A direct alternative route through Blenheim Park has been made available following discussions between Blenheim Estates, Marlborough School Woodstock and Stonesfield			

Parish Council, It is a permissive route only and was set up for COVID protection for school children and parents only. The VTN is keen to see this arrangement broadened to include all local residents and discussions continue. However, such a route will always be a permissive alternative and should not be at the expense of a safe public highway route.



Commentary: Although the lack of a direct route from Stonesfield and Combe to Woodstock, coupled with the distance, the propensity to cycle may be considered moderate. However, the “attraction” of Woodstock as a local service centre is strong and the secondary connectivity to Wootton and Charlbury suggest that significant increases in active travel will occur given an improved highway infrastructure (especially the provision of a segregated cycle footway alongside the A44)

The road from the A44 to Stonesfield is straight and encourages unusually high speeds. If these can be restrained the use of Woodstock Road would become reasonable with the provision of appropriate lines and signs.

The permissive route through Blenheim is currently in use by students from Marlborough Secondary School Woodstock and it is hoped that this can be made available more

generally for local people. It would benefit from Park Road, Combe being designated as a “Quiet Lane”.

The yellow line on the plan is the Oxfordshire Way long distance path

6. **Woodstock to/from Charlbury** – Moderate propensity to cycle (esp. Charlbury to Oxford)

- a) A44 Woodstock to B4437 at The Duke
- b) B4437 The Duke to Charlbury

Desire Line 6: Woodstock to/from Charlbury – Moderate propensity to cycle (esp. Charlbury to Oxford)		
Route Description: From Woodstock the route follows the A44 to its junction with the B4437. It then follows the B4437 to Charlbury		
Unique Section Ref	6a	6b
Propensity to cycle	Although the propensity to cycle can only be predicted as moderate, the population of Charlbury ensures a significant level of active travel demand (actual or suppressed). Much of this will be destined for Oxford and this route via B4437, A44, and Woodstock is the shortest and most attractive and comfortable route	
Section length	2000m	6700m
Existing traffic flows	11,000 vpd	2500 vpd
Existing traffic speeds	30 in Woodstock 50 north of Woodstock	50 mph
Perceived safety for cycling	Unsafe	Fair
Directness	Direct	Direct
Comfort	Reasonable	Reasonable
Gradient	Flat	One moderate hill climb
Connectivity	Multiple links available within and beyond this longer distance desire line – See Charlbury LCWIP, Chiping Norton LCWIP and the Oxfordshire Strategic Active Travel Network (SATN)	
Alternatives and/or additional routes		

No plan provided. See Charlbury LCWIP.

Commentary: Cycling between Charlbury and Woodstock is perhaps not for the faint-hearted. But for the young and fit it does represent a significant commuter route to Oxford. Charlbury to Oxford via Woodstock is 15 miles and via North Leigh and Eynsham is 15.2 miles. Except for the A44 between the B4437 junction and Bladon Rbout it is a more attractive and comfortable route and so the suppressed demand adds to the propensity within the A44 corridor generally. Charlbury LCWIP should be picking this suppressed demand up.

Hanborough Desire Lines

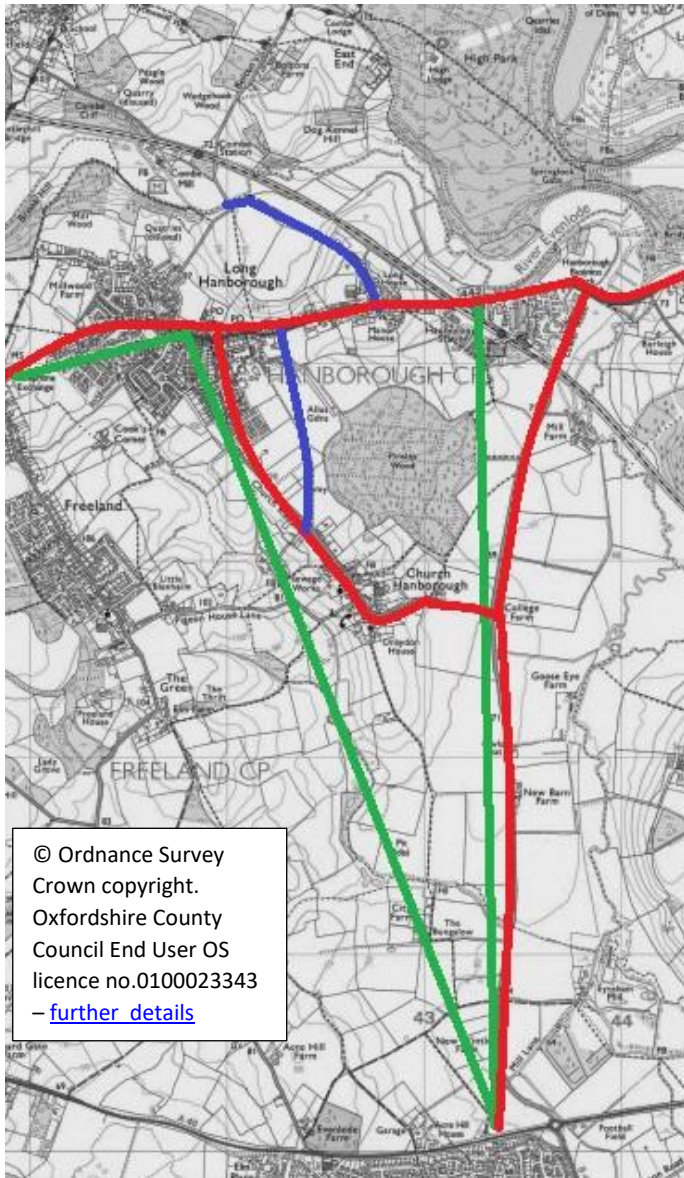
7. Hanborough to/from Witney is covered in the Witney LCWIP

8. Hanborough to Eynsham – High propensity to cycle

a) U/C road Hanborough to Eynsham (Lower Road)

b) U/C road Hanborough to Church Hanborough and then Lower Road to Eynsham.

Desire Line 8: Hanborough to Eynsham U/C road Hanborough to Eynsham (Lower Road)		
Route Description: There are two main routes to/from Eynsham, one via Church Hanborough and thence on Lower Road to Eynsham. The other is from the eastern end of Hanborough at Hanborough Rail Stn and via the full length of Lower Road including the difficult narrow section under the railway overbridge. However, the main draw is Hanborough Rail Stn. Eynsham has no rail station but it does now have a major new Park and Ride facility for Oxford. So the proposed Salt Cross development at Eynsham will inevitably create a high propensity to cycle between the two villages.		
Unique Section Ref	8a	8b
Propensity to cycle	High propensity to cycle that will significantly increase further due to the Eynsham Park and Ride, the development of Salt Cross and the upgrading of the Cotswold Line and Hanborough rail hub.	
Section Length	5000m	5100m
Existing traffic flows	Very high on Lower Road	Reasonable in Church Rd to Lower Rd
Existing traffic speeds	60	30 and 60
Perceived safety for cycling	Unsafe	Reasonable with care
Directness	Direct	Direct
Environmental factors	Poor	Fair then Poor
Gradient	Flat	Flat
Connectivity	Via Pigeon House Lane for connections to Freeland. Connections north to Combe and Stonesfield. Connections east to Bladon and Woodstock. Connections west to Witney	
Alternatives and/or additional routes	See plan: Additional cycle/footway routes via Park Lane for travel to Combe and Stonesfield (particularly for Hanborough rail station). Additional cycle/footway on existing bridleway (the “coffin path”) between Church and Long Hanborough.	



Commentary: The future propensity for cycling is very high as a result of the expected growth of Hanborough Rail Stn. as a significant rail hub, the development of Salt Cross housing at Eynsham, and the new Park and Ride at Eynsham. It is essential that S 106 or CIL funding is identified for a fully segregated cycle footway following the line of Lower Road. The road at present is dangerous with a high volume of HGV and commercial traffic and a 60 mph speed limit. Detailed arrangements will be required at the railway overbridge over Lower Road where the carriageway is very narrow. There is also a significant desire line between the centre of Hanborough and Eynsham that requires to be accommodated via Church Hanborough. This carries less traffic but, nevertheless, requires some calming or other facilities to improve cycle safety

The existing path, known locally as the “Coffin Path” between Church Road, Hanborough and the A4095 is a useful shortcut between Church and Long Hanborough and can quite easily be widened and the surface improved to make this a more comfortable route. The landowner is Blenheim who can be expected to consider this proposal positively.

Similarly, there is a useful link via Park Lane that meets the needs of the local desire line between Combe, Stonesfield and Hanborough Rail Stn.. Like the “Coffin Path” this is a bridleway that is already available for cycling but requires widening and the surface improved to make a more comfortable route.

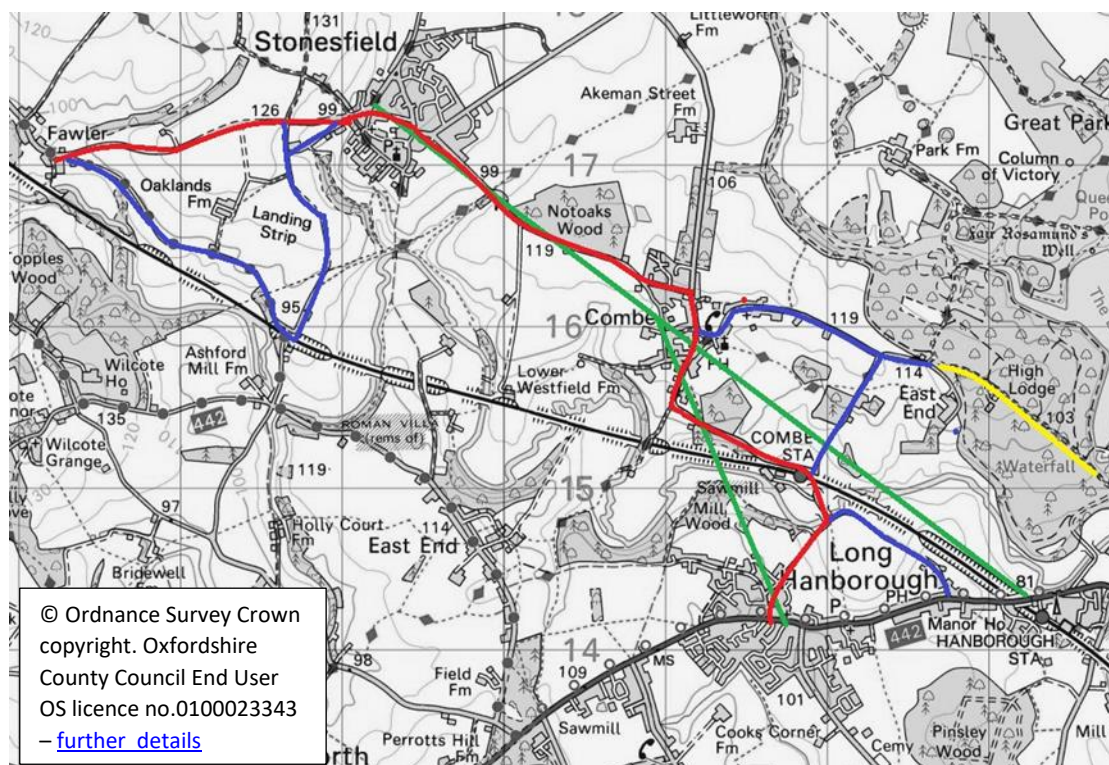
The desire line west between Hanborough and Witney is already provided for by a segregated cycle footway throughout (a short missing link is about to be provided at North Leigh). Some maintenance and minor local adjustments are also required.

Pigeon House Lane could usefully be down-graded to become a “Quiet Lane” to facilitate active travel between Freeland and Hanborough (not shown on map).

9. **Hanborough to/from Combe and Stonesfield** – High propensity to cycle

- a) U/C road (Swan Hill) Hanborough to Combe Halt rail stn
- b) U/C road Combe Halt to Combe village
- c) U/C road Combe village
- d) U/C road Combe to Stonesfield

Desire Line 9: Hanborough to/from Combe and Stonesfield – High propensity to cycle				
Route Description: The route between Hanborough and Combe/Stonesfield is generally reasonable for cycling and walking but traffic speeds can be unreasonably high for the width and alignment of the carriageway. There is cycle lane markings nor is there a footway. In places, particularly on Swan Hill the road is narrow and there is no verge to “escape” from traffic.				
Unique Section Ref	9a	9b	9c	9d
Propensity to cycle	There is a high propensity to cycle between these communities as distances are modest and traffic is mostly light			
Section length	1050m	1200m	n/a	1300m
Existing traffic flows	Moderate	Moderate	Moderate	Moderate
Existing traffic speeds	30/60	60	20	60
Perceived safety for cycling	Reasonable with care	Reasonable with care	Safe	Reasonable with care
Directness	Direct (but see Commentary)	Direct	Direct	Direct
Comfort	Poor	Fair	Good	Fair
Gradient	Steep gradients on Swan Lane and Park Lane bridleway	Gradient	Good	Steep gradients
Connectivity	Limited onward connectivity to Fawler and Charlbury			
Alternatives and/or additional routes	Alternative to Swan Lane is Park Lane bridleway (more direct for Hanboro rail stn)			



Commentary: Connectivity between Hanborough, Combe and Stonesfield is straightforward and greater use of active travel can be encouraged through modest improvement to the existing infrastructure. There are, however, some local issues.

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

An alternative exists between Fawler and Stonesfield along Evenlode Lane and this could easily be down-graded to a quiet lane. Similarly, Park Lane between Combe and Blenheim and on down to Combe Halt could be down-graded to a quiet lane. This would facilitate any future permissive and/or restricted route within Blenheim Park for onward connectivity to Woodstock.

For walking in Stonesfield there are some concerns at the lack of footways in Pond Hill and The Ridings. A shared surface or some other form of delineation would help provide security to pedestrians. In and around Combe village the situation is generally good for pedestrians. However, there is a need for a shared surface or some other form of delineation in Hornes Hil (aka Robin Hill) near the primary school. This section of carriageway is narrow and busy, especially at school times. There is scope for some limited signage near the kindergarten on Park Road. However, both Stonesfield and Combe are conscious of their conservation status and do wish to see undue signage “clutter”.

Stonesfield Desire Lines are covered above as Woodstock to/from Stonesfield and Hanborough to/from Stonesfield.

10. Stonesfield to/from Fawler. Moderate propensity to cycle

- a. U/C direct road Stonesfield to/from Fawler
- b. Alternative U/C road via Evenlode Lane Stonesfield to/from Fawler (see above section Hanborough to/from Combe Stonesfield)

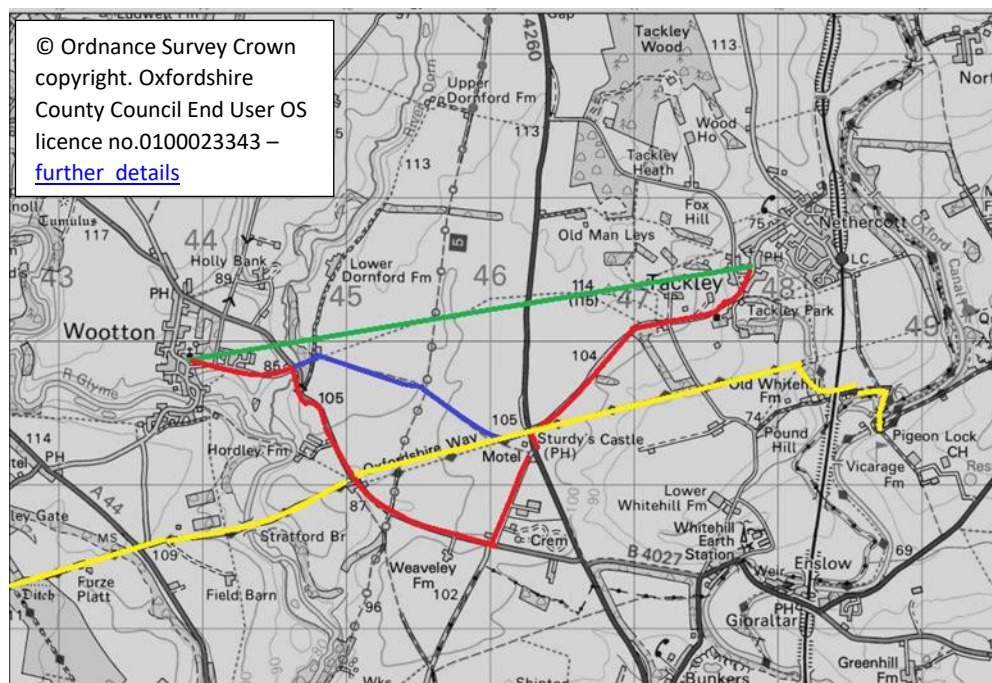
Wootton Desire Lines

11. **Wootton to/from Tackley** – Moderate propensity to cycle

- a. U/C road Wootton village to B44027 Milford Bridge
- b. B4027 Milford Bridge to A4260 Sturdy’s Castle
- c. U/C road Sturdy’s Castle to Tackley

Desire Line 11: Wootton to/from Tackley – Low to moderate propensity to cycle			
Route Description: The on road route is on Milford Lane to B4027, then B4027 to Weaveley cross roads, then U/C road to Sturdys Castle (A4260), then cross A4260 and continue on U/C road to Tackley village			
Unique Section Ref	11a	11b	11c
Propensity to cycle	Low to moderate propensity to cycle (primary school age children from Wootton attend Tackley school)		
Section length	600m	2600m	1200m
Existing traffic flows	No Data	3200 vpd	No data
Existing traffic speeds	Reasonable	60 mph	Reasonable
Perceived safety for cycling	Safe	Unsafe	Reasonable
Directness	Direct	Direct	Direct
Comfort	Fair	Poor	Fair
Gradient	Fair	Difficult – steep gradient on busy road	Steep gradient into Tackley village

Connectivity	Limited onward connectivity
Alternatives and/or additional routes	An alternative route would be to follow the off-road bridleway between Milford Bridge and Sturdy's Castle but see commentary below.



significant hill on the busy B4027

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

The dangerous crossing of the A4260 is covered under Woodstock to Tackley desire lines and involves significant expenditure to render the crossing safe.

The onward route on U/C road to Tackley is reasonable and requires lines and signs and consideration of a rural speed limit. Tackley itself is safe and the current 20 mph speed limits is satisfactory.

An alternative off-road route is feasible from Milford Bridge to Tackley and improvements are, for the most part, straightforward. However, there is a very difficult short section on a very steep incline from Milford Bridge. Although this can be circumvented via a short detour, the detour involves a

12. Wootton to/from Glympton – Moderate propensity to cycle

- a. B4027 Wootton to Glympton is covered in the Woodstock and Wootton desire line sections

13. Tackley Desire Lines

a. Tackley to/from Kidlington – Moderate propensity to cycle

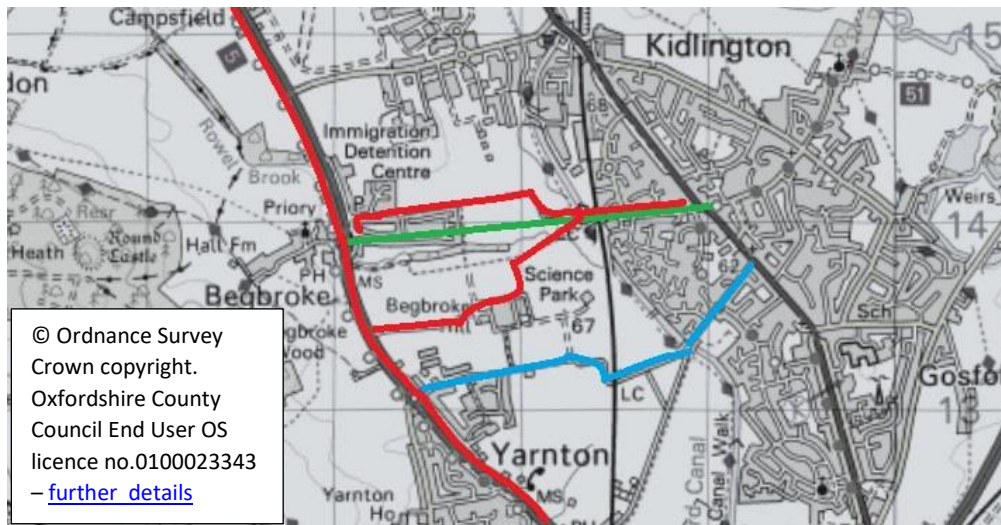
There is no detail here for Tackley to Kidlington. It has been suggested that there is an option for active travel following the Oxford Canal. However, this may be beyond the direct purview of OCC and so is not considered here within this submission from the Village Travel Network.

Otherwise, cycling to Kidlington involves significant distances on A4260 which does not, at present, provide a safe and effective cycling experience.

Nevertheless, although there is a good 30 minutes interval bus service from Tackley to Kidlington. some pedestrians, and potentially some cyclists, catch the express bus service that runs on A4260 as an alternative suggesting that safe and secure bike parking is necessary at Sturdy's Castle.

14. Begbroke Desire Lines

- a) Begbroke to/from Kidlington – High propensity to cycle and walk
- b) Begbroke to Woodstock/Hanborough and Oxford covered elsewhere



Commentary: Begbroke is well served for cycling by Sustrans NCN Route 5 south to Oxford and north to Woodstock with connections for Bladon, Hanborough and west.

There are two off-road options for cycling and walking to meet the Begbroke to Kidlington Travel Desire Line as shown on the plan. Both require a difficult level crossing of the main Network Rail Oxford Birmingham line. There is an alternative via Sandy Lane Yarnton and the level crossing there is planned for closure and replacement with a pedestrian overbridge. This route also provides for onward connectivity for Oxford Parkway (London Marylebone) and Sustrans NCN Route 51 for Bicester.

There are concerns in Begbroke in relation to lack of safe pedestrian crossing points across the busy A44 dual carriageway and these require identification and further study.

The possible bridleway improvement between Bladon and Begbroke was briefly discussed and recorded but some uncertainty as to the desirability on environmental grounds.

Desire Line: 14 Begbroke to/from Kidlington – High propensity to cycle and walk		
Route Description: Two good off-road routes exist for cycling and walking to/from Kidlington (see plan)		
Unique Section Ref	Begbroke to Kidlington	Begbroke to Oxford/Woodstock Sustrans NCN Route 5
Propensity to cycle	High propensity to cycle and walk as distance is short and Kidlington is a significant service centre for the small parish of Begbroke. However, there is a difficult railway level crossing to be negotiated. A longer, alternative route via Sandy Lane Yarnton also includes a level crossing that is scheduled for closure by Network Rail and replacement with a footbridge suitable for cycles. Connectivity to Woodstock and Oxford via NCN Route 5 is already in place and reasonably served for cycling.	
Section length	2.2Km	Woodstock 3Km Oxford 9Km
Existing traffic flows	Off-road	15,000 vpd
Existing traffic speeds	Off road	Segregated – C'way speeds 50 mph
Perceived safety for cycling	Safe	Safe
Directness	Direct	Direct
Comfort	Good	Good
Gradient	Flat	Flat
Connectivity	Good connectivity onwards to NCN Rt 51	Good connectivity for Baldon Hanboro
Alternatives and/or additional routes	Sandy Lane Yarnton (see Commentary)	

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