Abingdon Local Cycling and Walking Infrastructure Plan

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OXFORDSHIRE COUNTY COUNCIL

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- *Appendix H: Proposal Maps* (a visual aid to the interpretation of the proposals listed in *Appendix G)*

Some readers may only wish to review the proposals for infrastructure changes in and around Abingdon, without reading the background material included in this report and some of the appendices. These readers should refer to *Appendix H: Proposal Maps* and *Appendix G: Programme of Walking and Cycling Infrastructure Improvements*.

A full list of the appendices which form part of this LCWIP is provided in the table of contents on page 2.

What is the Abingdon LCWIP for?

The Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP) – which is composed of this report and its appendices – will help Oxfordshire County Council to:

- identify walking and cycling infrastructure improvements for future investment in the short, medium, and long term
- ensure that priority is given to walking and cycling within both local planning and local transport policies and strategies
- make the case for future funding for walking and cycling infrastructure

By doing this, the LCWIP provides a basis for the preparation of bids for funding from central government for the development and delivery of active travel schemes, as well as a wish-list of active travel infrastructure improvements to which local funding sources (most notably developer contributions or direct delivery) should be applied as and when opportunities arise.

The Abingdon LCWIP will form a key component part of the Abingdon Area Travel Plan and will therefore become a component part of the overarching Local Transport and Connectivity Plan.

Lifespan and review

The lifespan of this first version of the LCWIP is ten years from its adoption, although it is recognised that some of the ambitious proposals set out in the plan may not have been implemented by the end of this period.

Throughout (and beyond) this ten year period, the LCWIP will be reviewed regularly to reflect any significant changes to local circumstances (including changes to the policies and guidance upon which this first version of the LCWIP is based) and to extend the lifespan of the plan.

Key local challenges and opportunities for active travel infrastructure

There are currently significant volumes of through traffic – as well as local traffic – passing through the town centre. Annual Average Daily Traffic (AADT) on Stratton Way is approximately 19000 and on High Street – in the heart of the town centre – is approximately 9000. This is due in part to the limited opportunities to cross the rivers Thames and Ock and to access the A34 (the trunk road which links Abingdon to Oxford and the M40 to the north, and to Didcot and the M4 to the south) from Abingdon and its immediate surroundings.

Changes to transport infrastructure in the town centre to improve walking and cycling conditions are highly constrained by the presence of 3 distinct conservation areas (see section 2.1 for more information) and a central Air Quality Management Area (AQMA), as well as narrow, historic street geometries and on-street parking. The AQMA in particular limits the scope of proposals in this central area.

Some proposals set out in the LCWIP which could (in the short term) risk a negative impact on air quality in the AQMA (by increasing vehicular queueing) may be deferred until such a time as local air quality is less problematic in central Abingdon.

Based on the latest Air Quality Annual Status Report (see section 2.3.10 for more information), it is anticipated that consideration may soon be given to revoking the AQMA, which would significantly improve the viability of major changes in this area.

The projected growth in the area will require significant improvements to be made for walking and cycling in Abingdon over the next 10 years, in order to ensure that the local transport network can sustainably provide for the increased numbers of trips associated with this growth. That being said, the growth also provides a significant opportunity to seek developer contributions or direct delivery for betterment of local walking and cycling infrastructure.

The data set out in section 2.3 indicates that levels of cycling in Abingdon are already high relative to much of the UK. This provides a reasonable expectation that the town has the potential for very high levels of cycling if adequate infrastructure is provided to make cycling accessible and attractive to all.

Proposals

This LCWIP sets out high level proposals for a range of improvements to walking and cycling conditions, including:

- new and improved crossings for walking and cycling
- junction redesign to prioritise walking and cycling movements
- removal or modification of barriers on walking and cycling routes to improve accessibility

- provision of additional high-quality cycle parking
- on-carriageway cycling improvements (e.g., wider cycle lanes and centreline removal, some of which may require additional parking restrictions)
- provision of segregated cycle tracks (some of which will require reallocation of highway space from motor vehicles to active travel)
- permissions for cycling on some routes where cycling is not currently permitted
- new river crossings for walking and cycling over the rivers Thames and Ock
- footway widening and public realm improvements
- provision of new and improved walking and cycling routes between Abingdon and other key local destinations (outside the town)

As and when the proposals in the LCWIP are funded and progressed, significant changes to the local transport network will be subject to further public consultation on a scheme-by-scheme basis.

Note that the omission of an infrastructure improvement from this first version of the LCWIP will not preclude Oxfordshire County Council from seeking that improvement in the event that it is deemed appropriate for the developer of a particular site to provide.

The LCWIP was developed with the expectation that 20mph speed limits will be rolled out in Abingdon soon after its adoption. This expectation has shaped some of the proposals made in the LCWIP and consideration should be given to this expected change when undertaking design work.

The LCWIP was developed with considerable assistance from – and engagement with – a steering group of local stakeholders. Similar engagement will be undertaken during future reviews of the LCWIP.

1 Introduction

1.1 Purpose of the LCWIP

The Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP) will help Oxfordshire County Council to:

- identify walking and cycling infrastructure improvements for future investment in the short, medium, and long term
- ensure that priority is given to walking and cycling within both local planning and local transport policies and strategies
- make the case for future funding for walking and cycling infrastructure

The LCWIP proposes and prioritises infrastructure improvements to be delivered over a ten-year period (although it is recognised that some of the ambitious proposals in the LCWIP may take longer than this to deliver, and that the priority of these proposals may change in order to respond to funding opportunities) from its adoption as Oxfordshire County Council policy. It is a living document, which will be reviewed and updated at regular intervals to reflect any significant changes to local circumstances or to the policy context outlined in section 1.2.

1.2 Policy context

1.2.1 National policy context

The key relevant national policies and guidance which support the development of the Abingdon LCWIP are as follows:

- Cycling and Walking Investment Strategy (CWIS1) [1]
- Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities [2]
- Gear change: a bold vision for cycling and walking [3]
- Cycle Infrastructure Design (LTN1/20) [4]
- Inclusive mobility: a guide to best practice on access to pedestrian and transport infrastructure [5]
- Decarbonising transport: a better, greener Britain [6]
- The second cycling and walking investment strategy (CWIS2) [7]

These policies and guidance documents clearly set out the national ambition to make walking and cycling the natural choices for shorter journeys, or for short stages of longer journeys.

The development of LCWIPs in order to facilitate the delivery of improved walking and cycling infrastructure is a core part of the government's strategy to achieve this ambition.

The newly-formed Active Travel England (ATE), which is the government's executive agency responsible for making walking, wheeling, and cycling the preferred choice

for everyone to get around in England, has made it clear that local authorities will be held to high standards when seeking funding for active travel projects, and that funding for these projects will often depend on local authorities producing high-quality LCWIPs.

The benefits of increasing levels of walking, wheeling, and cycling are well established. Switching to active travel provides a cost-effective way to reduce transport emissions (thus helping to respond to the ongoing climate emergency and to improve air quality), to combat physical inactivity (which costs the NHS up to £1 billion per annum, with further indirect costs calculated at £8.2 billion [8]), to improve mental health and wellbeing, to reduce inequality, and to increase footfall and takings for local businesses [9].

In order to achieve these benefits, a wide range of changes are required (including education and behaviour change initiatives), however CWIS2 highlights the importance of infrastructure improvements (and by extension LCWIPs) as follows:

Alongside improving safety for people walking and cycling through changes to The Highway Code, the delivery of better cycle infrastructure is the most important thing government can do to enable more people to cycle. [7]

1.2.2 Local policy context

The key relevant local policies which support and inform the development of the Abingdon LCWIP are as follows:

- Local Transport and Connectivity Plan (LTCP) [10]
- Active Travel Strategy (ATS, a supporting strategy to LTCP) [11]
- Vale of White Horse District Council Local Plan 2031 [12]
- South Oxfordshire District Council Adopted Local Plan 2035 [13]

The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive while protecting the environment and making Oxfordshire a better place to live for all residents.

The headline targets for the LTCP include aspirations to make the following changes by 2030 (within the lifespan of this LCWIP):

- replace or remove 1 out of every 4 current car trips in Oxfordshire
- increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- reduce road fatalities or life changing injuries in Oxfordshire by 50%

In order to help achieve these headline targets, one of the LTCP's key policies (LTCP policy 3) is a commitment to develop LCWIPs for all major urban settlements (with a population greater than 10,000) in Oxfordshire by 2025.

The Active Travel Strategy estimates that a doubling of the number of cycle trips per week across Vale of White Horse and South Oxfordshire districts is required in order to achieve the headline targets outlined above.

Given that Abingdon is the largest town by population in Vale of White Horse, and the fact that urban areas typically have the highest potential for shifting car trips to walking and cycling, the development (and implementation) of the Abingdon LCWIP is essential to achieve these targets.

The Department for Transport (DfT) is clear that there should be direct and clear links between LCWIPs and other strategic transport planning documents for the area, with particular emphasis on links to Local Transport Plans and other local walking and cycling strategies. These key relationships are described below.

Relationship with Local Transport and Connectivity Plan (LTCP)

In the case of the Abingdon LCWIP, a clear link to the overarching strategy – Oxfordshire County Council's LTCP [10] – will be created through the preparation of an Abingdon Area Travel Plan, which is currently under development as a 'part 2' of the LTCP. This document will set out a wider transport strategy for all modes. The Abingdon LCWIP (which is promoted in LTCP policy 3) [10] will feed into and become a key component part of the Abingdon Area Travel Plan, thereby becoming a component part of the Local Transport and Connectivity Plan.

Relationship with other walking and cycling strategies

There is some overlap between the Abingdon LCWIP network and the Science Vale Active Travel Network (SVATN) (originally known as the Science Vale Cycle Network) [14], which is currently under review.

The two projects are complementary, and care has been taken to incorporate the relevant sections of the SVATN into the LCWIP proposals, in order to help seek funding for improvements to these routes. As work progresses on both the development of LCWIP schemes and the development of the SVATN, information will be shared between the two projects and potential synergies will be explored (e.g., opportunities to deliver complementary schemes at the same time in order to create longer active travel routes which are continuous and high-quality).

Work is underway at Oxfordshire County Council to develop a county-wide Strategic Active Travel Network (SATN) [11] (which is promoted in LTCP policy 4) [10]. As part of the information gathering phase of this project, the Abingdon LCWIP network and the SVATN will be reviewed for opportunities to create wider strategic active travel links. It is anticipated that some links in the Abingdon LCWIP network will become links in the SATN (which may have an impact on the priority of improvements to these links relative to other parts of the LCWIP network).

Relationship with Supplementary Planning Documents

As well as embedding the LCWIP into strategic transport planning documents as discussed above, it may also be appropriate to embed the proposals listed in the LCWIP into local Supplementary Planning Documents (SPDs). The Dalton Barracks SPD [15] in particular, may benefit from a review to include references to the Abingdon LCWIP.

1.3 Governance and co-production arrangements

The Abingdon LCWIP was produced in-house by Oxfordshire County Council's South and Vale Infrastructure Locality team under a single local authority delivery model.

The project team consisted of a working group of Oxfordshire County Council officers responsible for active travel and local transport strategy. The group held regular (approximately monthly) progress meetings throughout the development of the LCWIP.

This working group was supported and guided by the input of a larger steering group made up of local stakeholders. The steering group met regularly (approximately every 6-8 weeks) throughout the development of the LCWIP.

The following groups were represented at these steering group meetings:

- Local authority officers:
    - Oxfordshire County Council officers
    - South Oxfordshire and Vale of White Horse District Councils officers
- Local authority members:
    - Oxfordshire County Council members
    - Vale of White Horse District Council members
    - South Oxfordshire District Council members
    - Abingdon Town Council members
- Other organisations:
    - Abingdon Liveable Streets
    - CoHSAT
    - Culham Science Centre/CulBUG
    - Harwell Science and Innovation Campus/HarBUG
    - Milton Park/MilBUG
    - Oxfordshire Cycling Network
    - Oxfordshire Ramblers
    - Sustrans

As well as the aforementioned Abingdon LCWIP steering group, input to the LCWIP was received from the Abingdon Neighbourhood Plan steering group, and from the Central Abingdon Regeneration Framework project team.

The engagement processes undertaken for the purposes of the Neighbourhood Plan and the Central Abingdon Regeneration Framework by these groups also fed into the development of the LCWIP.

Oxfordshire County Council recommends that Vale of White Horse District Council and Abingdon Town Council endorse the Abingdon LCWIP and refer to it when producing their own local policies and strategies. It may also be appropriate for South Oxfordshire District Council and the parishes surrounding Abingdon to do the same.

1.4 Methodology for development of the LCWIP

The approach and methodology used to develop the Abingdon LCWIP followed the guidance provided by the DfT [2] closely, whilst recognising the limitations (in resources and data) associated with developing an LCWIP for a market town, rather than for a city.

The stages which made up the process followed in the production of this LCWIP are set out below.

1.4.1 Determining scope

Work on the LCWIP began with the identification of key local stakeholders and the formation of the steering group (as described above in section 1.3). After the formation of the steering group, the geographical scope (as described below in section 2.2) for the LCWIP was established and refined with the help of the steering group. A plan and estimated timescales for the project were also agreed with the steering group.

In order to determine the geographical scope of the Abingdon LCWIP, the following factors were considered:

- likely distances that could be travelled by walking (typically up to 2km) and cycling (typically up to 10km)
- location of significant trip generators (including planned developments)
- the extents of the neighbouring Oxford LCWIP network
- key severance features (the A34, the River Thames and the Cherwell Valley railway line)

1.4.2 Gathering information

The guidance from the DfT is clear that LCWIPs should be evidence-based where possible, with emphasis on quantifying the number of trips already being made by walking and cycling, and the number of trips which could feasibly be made on foot or by cycle if conditions were improved for these modes. [2]

In order to inform the development of the LCWIP network, proposals, and priorities, (as well as to enable before-and-after comparison with future situations) information and data were gathered on the following themes:

- location of significant trip generators
    - key employment sites
    - transport interchanges
    - education facilities
    - housing developments
- transport network
    - existing walking and cycling networks
    - synergies with other planned and proposed transport and land use schemes that could directly or indirectly impact on walking and cycling

- travel patterns
    - existing walking and cycling trips
    - trips currently made by other modes of transport which could be walked or cycled
- perception of existing facilities
    - people's concerns about making walking and cycling trips using existing infrastructure
    - requests for new or improved routes or facilities
- other factors
    - air quality
    - indices of deprivation

Section 2.3 provides an overview of the background information and data gathered during work on the LCWIP.

1.4.3 Network planning for walking and cycling

Whilst the DfT's guidance on network planning suggests considering cycling and walking networks separately and then identifying synergies between the two, a slightly different approach was taken for the Abingdon LCWIP.

Since Abingdon is a relatively compact town (most of the existing built-up area of the town is within 2km of the town centre), most trips within the town can be either walked or cycled. It was therefore decided to produce a single network map, which identifies the key routes for both walking and cycling (noting that some routes are appropriate for walking only and that some routes further out of the town are less likely to be walked than cycled).

Through consideration of the information sources identified in section 2.3 of this document, and extensive discussion with the steering group, the routes which make up the Abingdon LCWIP network were selected, classified, and mapped. The outcomes of this exercise are described in sections 3.1 and 3.2.

As well as establishing a network of walking and cycling routes, the national guidance on the development of LCWIPs recommends that the identification of Core Walking Zones (CWZs) is also considered.

CWZs normally consist of a number of walking trip generators that are located close together – such as a town centre. [2] They highlight areas where there are already very high walking flows, where infrastructure improvements for walking should be prioritised, due to the potential to positively impact on very large numbers of trips.

A single CWZ was identified in Abingdon town centre, where investment in walking improvements should be prioritised. This CWZ is described in more detail in section 3.3.

An audit of the current conditions for walking and cycling was then conducted to identify where infrastructure improvements are required on the network. The audit is described in section 3.4. More information on the suggested improvements identified through this audit process can be found in section 4.1.

1.4.4 Prioritising improvements

After producing a list of proposed infrastructure improvements, these proposals were categorised into short term, medium term and long term improvements and consideration was given to the relative priority of different types of improvements within each of these timescale categories. The outcomes of this stage are described in section 4.2.

1.5 Application and review of the LCWIP

1.5.1 Application

As well as providing a basis for the preparation of bids for funding from central government for the development and delivery of active travel schemes, the LCWIP provides a wish-list of active travel infrastructure improvements to which local funding sources (most notably developer contributions or direct delivery) should be applied.

All new developments located within or near the geographical scope of the Abingdon LCWIP (refer to *Appendix A: Geographical Scope Map*) will be reviewed for opportunities to deliver or make funding contributions towards the delivery of any proposals listed in *Appendix G: Programme of Walking and Cycling Infrastructure Improvements* deemed relevant to the site (as well as any improvements deemed relevant to the site which have not been explicitly included in the LCWIP).

Opportunities for exploring synergies between the Abingdon LCWIP's proposals and those made in the neighbouring LCWIPs for Oxford (adopted) [11] and Didcot (work in progress) should be explored as and when relevant schemes from these LCWIPs are progressed. The same approach should be taken for any relevant proposals and schemes emerging from the SVATN and SATN projects.

The key information for applying the Abingdon LCWIP can be found in the following outputs from the LCWIP development process:

- *Appendix C: Network Map*
- *Appendix D: Core Walking Zone Map*
- *Appendix G: Programme of Walking and Cycling Infrastructure Improvements*
- *Appendix H: Proposal Maps* (a visual aid to the interpretation of the proposals listed in *Appendix G)*

1.5.2 Review

The Abingdon LCWIP is a 'living document', which will be reviewed regularly in order to ensure that it reflects any significant changes in local circumstances (including changes to the relevant policy and guidance set out in section 1.2), as well as to reflect progress made with implementation of the original proposals.

2 Context

2.1 Overview of the local area

Abingdon-on-Thames is a historic market town located within cyclable distances of Oxford city centre, the Great Western Main Line at Didcot Parkway railway station, the Cherwell Valley Line at Radley and Culham railway stations, and the three major employment sites which form the Science Vale – Culham Science Centre, Milton Park, and Harwell Campus. The town is also located on National Cycle Network Route 5 (NCN5).

At present, changes to transport infrastructure in the town centre are highly constrained by the presence of 3 distinct conservation areas (areas of special architectural or historic interest which have a specific character or appearance which enhances the local area and where certain changes to the environment – including the public highway – are restricted) [16] and a central Air Quality Management Area (AQMA) [17], as well as narrow, historic street geometries and on-street parking.

There are currently significant volumes of through traffic – as well as local traffic – passing through the town centre. Annual Average Daily Traffic (AADT) on Stratton Way is approximately 19000 and on High Street – in the heart of the town centre – is approximately 9000. This is due in part to the limited opportunities to cross the rivers Thames and Ock and to access the A34 (the trunk road which links Abingdon to Oxford and the M40 to the north, and to Didcot and the M4 to the south) from Abingdon and its immediate surroundings.

Despite these challenges, cycling levels in the area are high by UK standards and there is significant local community action in terms of promoting and campaigning for active travel.

The projected growth in the area and the allocation of several significant housing developments around Abingdon in Vale of White Horse and South Oxfordshire district councils' Local Plans [12] [13] will require significant improvements to be made for walking and cycling in Abingdon over the next 10 years (the intended lifespan of this LCWIP), in order to ensure that the local transport network can sustainably provide for the increased numbers of trips associated with these developments.

Providing these infrastructure improvements will also contribute to the shift of trips currently made by car to more sustainable modes and help to ensure that Abingdon continues to develop into a safe, sustainable, and thriving 'liveable' town (where the facilities needed to meet residents' daily needs are readily accessible within the town by a short walk or cycle).

2.2 Geographical scope of the LCWIP

Figure 1 shows the geographical scope of the Abingdon LCWIP. The area shown in blue is in scope and is the primary focus of the LCWIP.

Although some strategic links outside this area are also considered (refer to section 2.3.2 for details), a number of these links fall under the remit of other projects (SVATN, SATN, and neighbouring LCWIPs) and are only given high-level consideration in this first version of the Abingdon LCWIP. Additional detail on these links may be added to the LCWIP (for completeness) in a future update once these projects have progressed further.

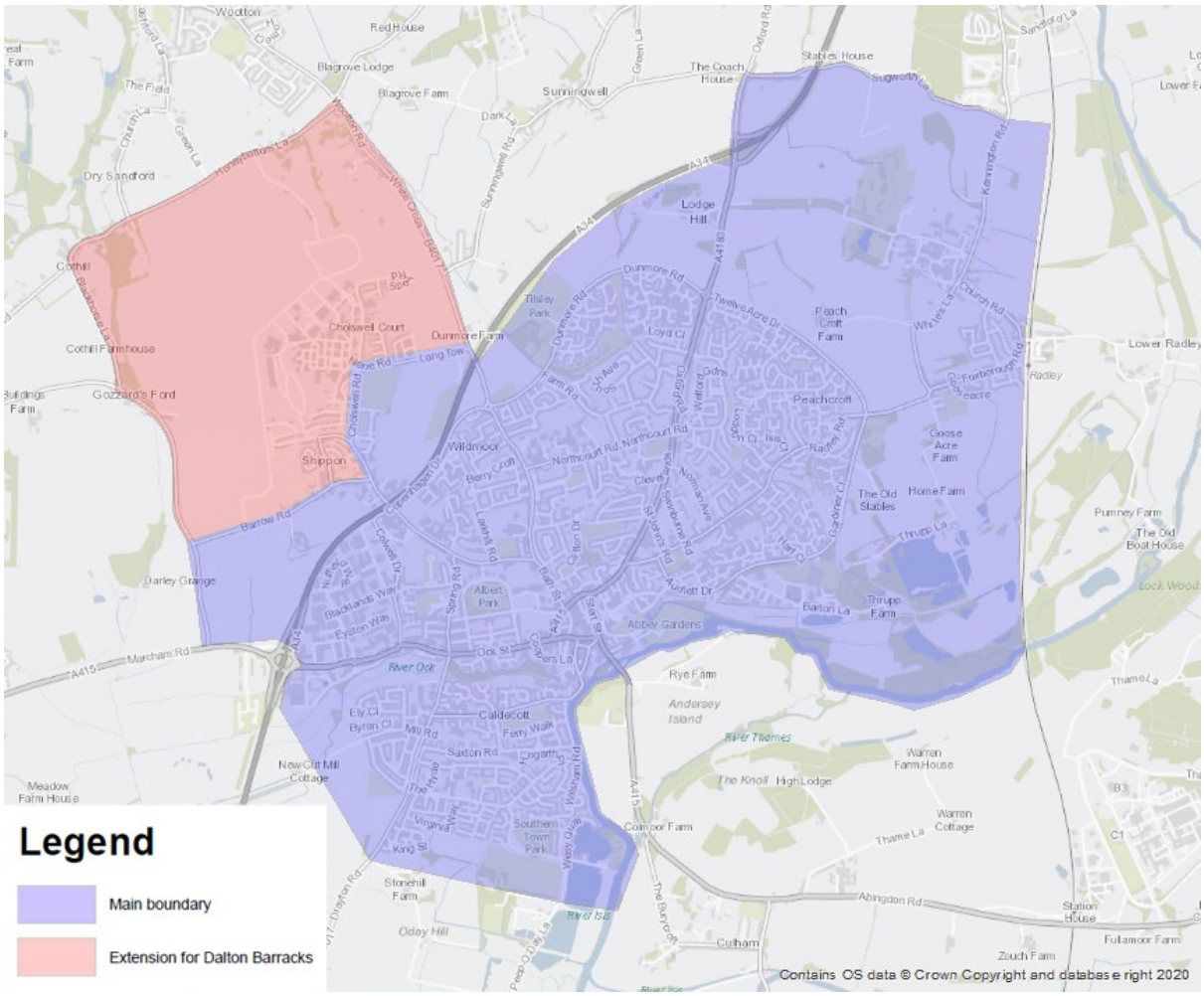


Figure 1 – Appendix A: Geographical Scope Map

To the north of Abingdon, the boundary extends to the southern edge of Kennington, thus linking the Abingdon LCWIP network directly to the southern extent of the Oxford LCWIP network via Kennington Road and Oxford Road [11].

To the east of Abingdon, the LCWIP boundary is delineated by the railway line – called the Cherwell Valley Line, which runs north-to-south from Banbury via Oxford to the Great Western Main Line at Didcot Parkway – and by the River Thames, both of which act as natural boundaries to the local walking and cycling network. Note that consideration of links *across* these severance features is essential to the development of the wider strategic active travel network. High-level proposals for these links are therefore covered in this first version of the LCWIP.

The existing river crossing at Abingdon Bridge (A415) and active travel connections between Abingdon and the car parks at Rye Farm and Hales Meadow are in scope.

The onward route along the A415 to Culham and beyond forms part of the SVATN project, which is already being considered separately. [14] This route therefore receives high-level consideration in this first version of the LCWIP, with the intention that further detail will be added as the SVATN project progresses.

To the south of Abingdon, the boundary of the LCWIP has been drawn at the northern perimeter of the sewage works on Peep'O'Day Lane. This ensures that the network covers the extents of the town, whilst acknowledging that the SVATN project and work by Sustrans will cover proposals for improving walking and cycling further to the south along NCN5.

Detailed proposals for major changes to Marcham Interchange are out of scope for this first version of the LCWIP. The A34 is a trunk road, and is therefore managed by National Highways, rather than by the local highway authority (Oxfordshire County Council). That being said, it is recognised that improvement of the walking and cycling routes through Marcham Interchange is highly desirable and the LCWIP proposals indicate the need to work with National Highways to make these improvements.

Note that National Highways are currently undertaking a review of potential improvements to the A34 north and south of Oxford, which – along with the proposals for south-facing slip-roads at Lodge Hill Interchange [18] – may affect conditions at this junction. [19]

To the west, the LCWIP boundary largely follows the A34, however connections across the A34 into Shippon and towards Dalton Barracks are in scope to ensure that active travel links to the strategic development site at Dalton Barracks are considered. [12]

An extension area, shown in red in Figure 1, has been added to the main LCWIP area. This area indicates the possible future extents of development at the Dalton Barracks site. Although infrastructure requirements within this area (which are highly dependent on master planning for the Dalton Barracks site) are not considered in this first version of the LCWIP, links to the area are covered, as stated in the previous paragraph.

Infrastructure improvements within the extension area may be included in the review process for the LCWIP as planning for the Dalton Barracks development progresses and the opportunities and requirements for active travel infrastructure through the site become clearer (for example the potential alignment of an active travel route between Abingdon and Wootton).

2.3 Background information and data

2.3.1 Abingdon Liveable Streets proposals

Work at Oxfordshire County Council to identify the existing walking and cycling network in Abingdon (and to identify where improvements are required) was accelerated and improved by access to the work of local volunteers on the Abingdon

Cycling and Walking Network Plan [20] document, produced in 2020, which will be referred to throughout the remainder of this LCWIP as the 'Abingdon Liveable Streets proposals' (in order to avoid confusion with work produced by Oxfordshire County Council). This document contains a wealth of local knowledge relating to the town's existing walking and cycling network and perceptions of the existing facilities which make up these networks, as well as suggestions for new and improved facilities – many of which have been included in the LCWIP.

2.3.2 Location of significant trip generators

The locations of significant local trip generators relevant to the Abingdon LCWIP have been identified using local knowledge – making use of the Abingdon Liveable Streets proposals [20] and the help of the steering group – as well as open data available from OpenStreetMap and licensed under the Open Data Commons Open Database License (ODbL) [21]. Local Plan allocated development sites were also considered.

The trip generators in the immediate vicinity of Abingdon town have been mapped and can be seen in *Appendix B: Local Trip Generators Map*. Figure 2 shows a low-resolution version of this map for convenience.

Six strategic allocations in the Vale of White Horse Local Plan 2031 and the South Oxfordshire Local Plan 2035 have been identified as having particular significance to the Abingdon LCWIP. Their locations can be seen in Figure 2.

Vale of White Horse Local Plan 2031 [12]

- North Abingdon-on-Thames (outline planning permission for up to 900 dwellings)
- North West Abingdon-on-Thames (outline planning permission for up to 200 dwellings)
- North West Radley (outline planning permission for up to 240 dwellings)
- South of Kennington (planning permission for 283 dwellings)
- Dalton Barracks (1,200 dwellings allocated)

South Oxfordshire Local Plan 2035 [13]

- Land Adjacent to Culham Science Centre (approximately 3,500 dwellings allocated)

New routes and facilities to be provided by the developers of these sites (where they are known and have been set out in legal agreements) have been included in the LCWIP network map.

For those sites where the details of transport mitigations to be provided by the developer have not yet been agreed (Dalton Barracks and Land Adjacent to Culham Science Centre), particular care has been taken to identify opportunities to provide a betterment of active travel infrastructure relevant to the site.

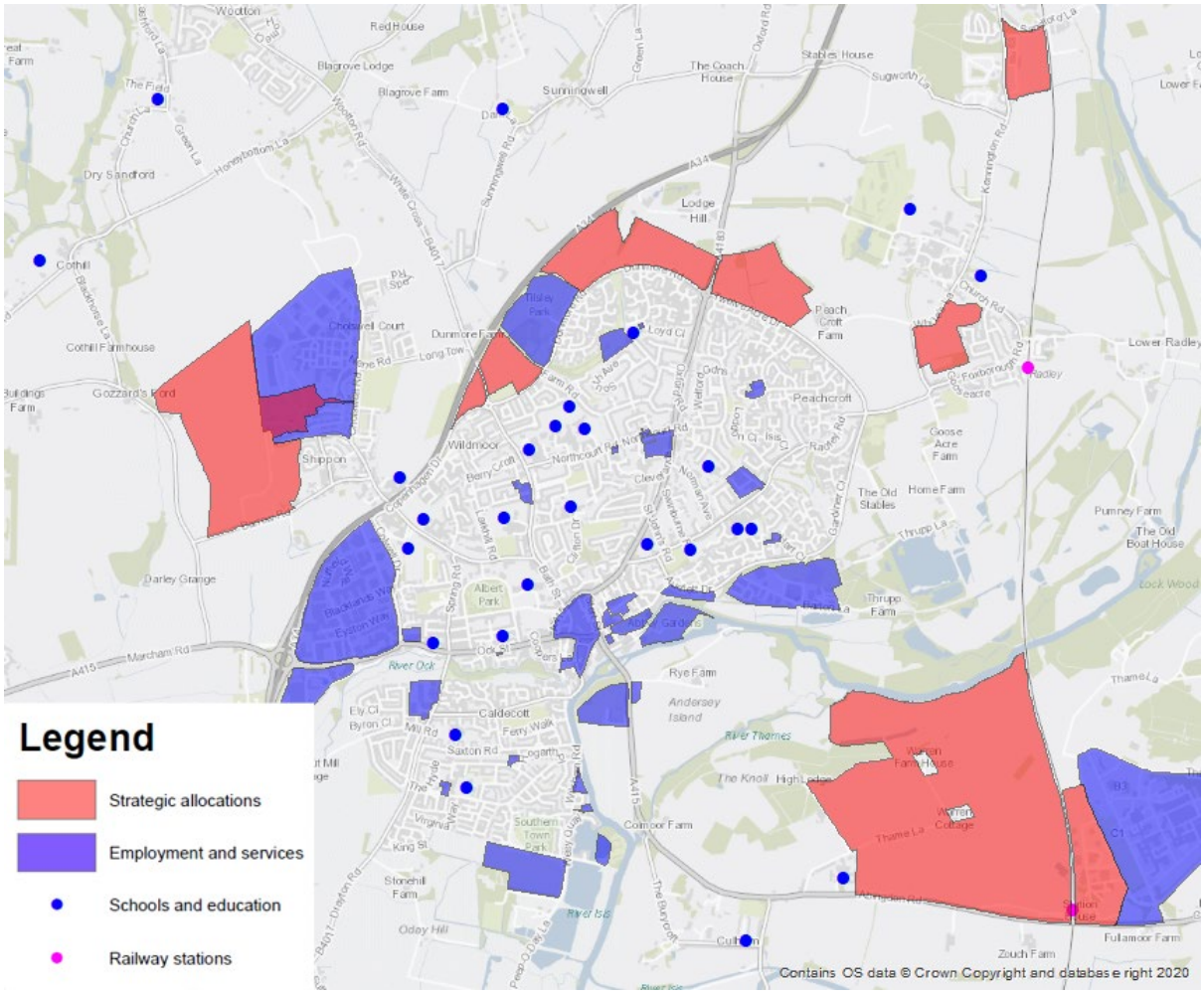


Figure 2 – Appendix B: Local Trip Generators Map

In addition to the trip generators shown in Figure 2, the following further-afield locations are also considered to be significant trip generators, contributing to trips into and out of Abingdon:

- Oxford city centre
- Marcham village
- Drayton and Steventon villages
- Wootton village
- Didcot Parkway railway station
- Culham Science Centre
- Milton Park (Science and Technology Park)
- Harwell Science and Innovation Campus

2.3.3 Census 2011 travel to work data

Travel to work data from the 2011 census is available at Middle Layer Super Output Area (MSOA) and Lower Layer Super Output Area (LSOA) level and offers information on truly local travel patterns. This is valuable as it can help to identify local areas where infrastructure improvements are required to allow local people to adopt active modes. Comparison with future census results may also be used to give

some indication of the effectiveness of specific schemes and interventions over the life span of the LCWIP.

On the other hand, the usefulness of the Census 2011 data is limited by its focus on travel to work. Trips for other purposes are not included. This is a significant limitation, considering that in 2011, commuting accounted for only 15% of all trips and 19% of the total distance travelled that year in England. [22]

The proportion of trips and miles made up by commuting remained fairly consistent until 2019, when commuting accounted for 15% of trips and 20% of distance travelled in England. [23] In 2020, commuting accounted for only 12% of trips and there was a 22% decrease in total trip numbers from 2019 to 2020 as a result of the COVID-19 pandemic. [24]

It is difficult to predict future travel patterns accurately, but the rise in popularity of working from home, which has persisted to some degree beyond the national lockdowns of 2020 and 2021, may result in a long-term decrease in commuting trips as a proportion of total trip numbers.

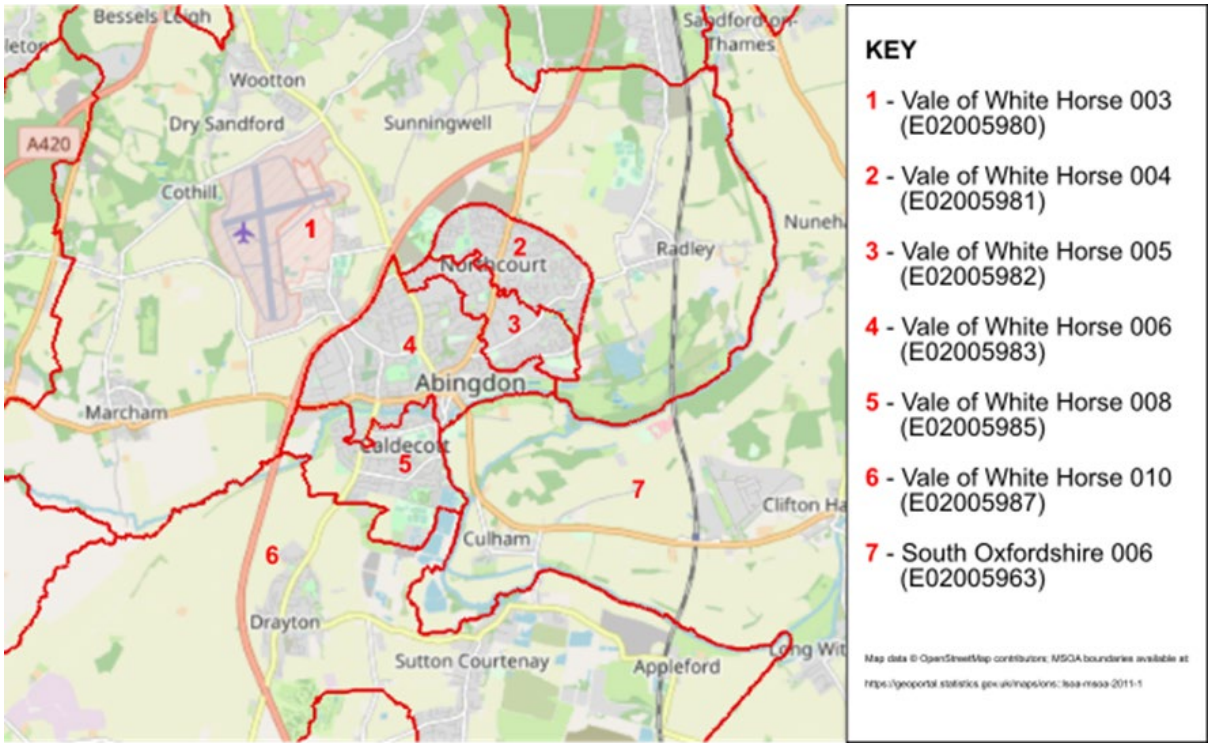


Figure 3 – MSOAs forming Abingdon LCWIP Area of Influence (AoI) [25] [21]

Figure 3 shows the locations of the MSOAs which make up the area of influence of Abingdon LCWIP (as featured in Figure 4).

Origin-destination data from the 2011 Census [26] indicates that for the town of Abingdon (i.e. MSOAs 2-5 in Figure 3), the internalisation of commuting trips (i.e. the proportion of people both living and working – excluding working from home – within this area) was approximately 32% (4,902 of a total of 15,280 commuters) in 2011. Of these internal commuting trips, approximately 44% (2,160 of 4,902) were driven and 19% (924 of 4,902) were cycled.

For the wider area of influence of the LCWIP (i.e. all 7 MSOAs listed in Figure 3), this internalisation rate was approximately 40% (10,374 of a total of 26,148 commuters) in 2011. Of these internal commuting trips, approximately 51% (5,315 of 10,374) of trips were driven and 15% (1,553 of 10,374) were cycled.

Considering the relatively short distances involved in making these local commuting trips – especially within the town of Abingdon, where the distance from one side of the town to the other is approximately 5km – there is significant potential for modal shift to walking and cycling.

Figure 4 summarises the overall travel to work mode share figures from the 2011 census (as per the Propensity to Cycle Tool (PCT) analysis – see section 2.3.4) for Abingdon LCWIP's area of influence (i.e. all 7 MSOAs listed in Figure 3), the town of Abingdon (i.e. MSOAs numbered 2-5 in Figure 3) as well as Oxfordshire, Oxford City, South Oxfordshire and Vale of White Horse for context.

The locations of these MSOAs can be seen in Figure 3 and the locations of the LSOAs which make these up can be viewed on the Office for National Statistics' (ONS) Open Geography Portal. [25]

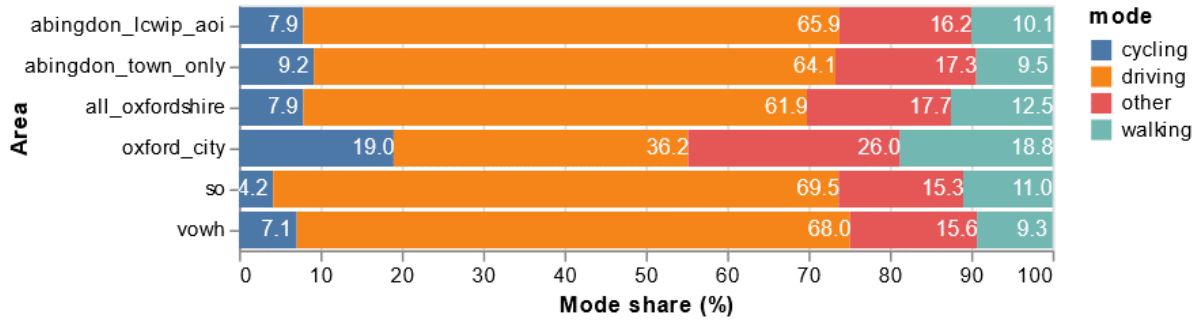


Figure 4 – Census 2011 travel to work mode share by geographical area [27]

2.3.4 Propensity to Cycle Tool (PCT)

The DfT-funded Propensity to Cycle Tool (PCT) – based on origins and destinations (clustered at LSOA population weighted centroids in order to avoid disclosure of personal information) from data on travel to work collected during the 2011 census – is a useful starting point in identifying where cycling is currently common, as well as where there is significant potential for increasing cycling levels. [27]

The tool provides an estimate of the number of cyclists using each link shown on the network – which is identified using the CycleStreets routing algorithm [28] to estimate the most direct routes between origin and destination locations – and offers several different hypothetical future scenarios for comparison with the Census 2011 baseline.

Although the routes identified by the PCT are generally appropriate and the tool is useful in highlighting routes which are likely to carry the highest cycling flows, the routing algorithm's outputs are imperfect (as the origins and destinations of each trip are generalised to LSOA centroids – therefore the inputs to CycleStreets' system are

imperfect) and local knowledge must be applied to identify where other routes are preferred over the alignments shown in the PCT's outputs.

As well as the lack of local knowledge of routes, the tool is also limited by the age of the Census 2011 data and by its inability to consider the impact of future development.

PCT commuting data (Census 2011 Cycling scenario)

The baseline cycling flows from the 2011 census (as seen in Figure 5) are useful in identifying many of the routes which make up the existing cycling network in Abingdon.

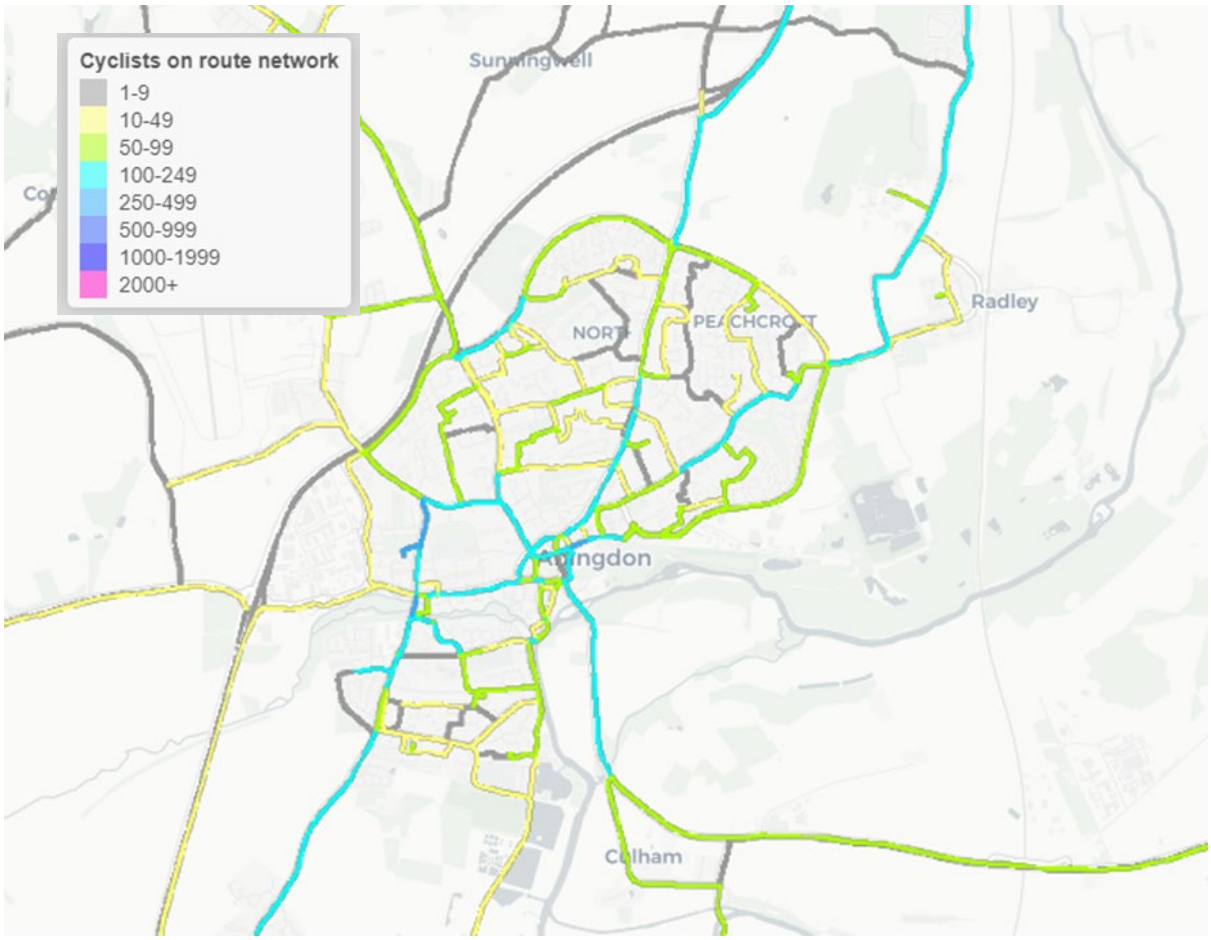


Figure 5 – PCT commuting cycle route network (Census 2011 Cycling scenario flows) [27]

PCT commuting data (Ebikes scenario)

The PCT's Ebikes scenario, shown in Figure 6, makes use of the same route network as the Census 2011 Cycling scenario shown above, but estimates the numbers of users of each route (for commuting trips) assuming Dutch propensities to cycle, with the additional assumption that people use electric bikes for some longer and hillier trips. [27]

This scenario is effectively a best-case estimate of the potential for modal shift to cycling in Abingdon. It helps to provide an ambitious estimate of future cycling flows in Abingdon and to highlight where the largest numbers of potential cyclists would benefit from improved infrastructure (although it does not factor in the impact that new developments will have on these flows). This will help to prioritise future investment in cycle infrastructure (by focusing investment on routes which are likely to be used by the largest numbers of people) and to make the case for funding infrastructure improvements on specific routes.

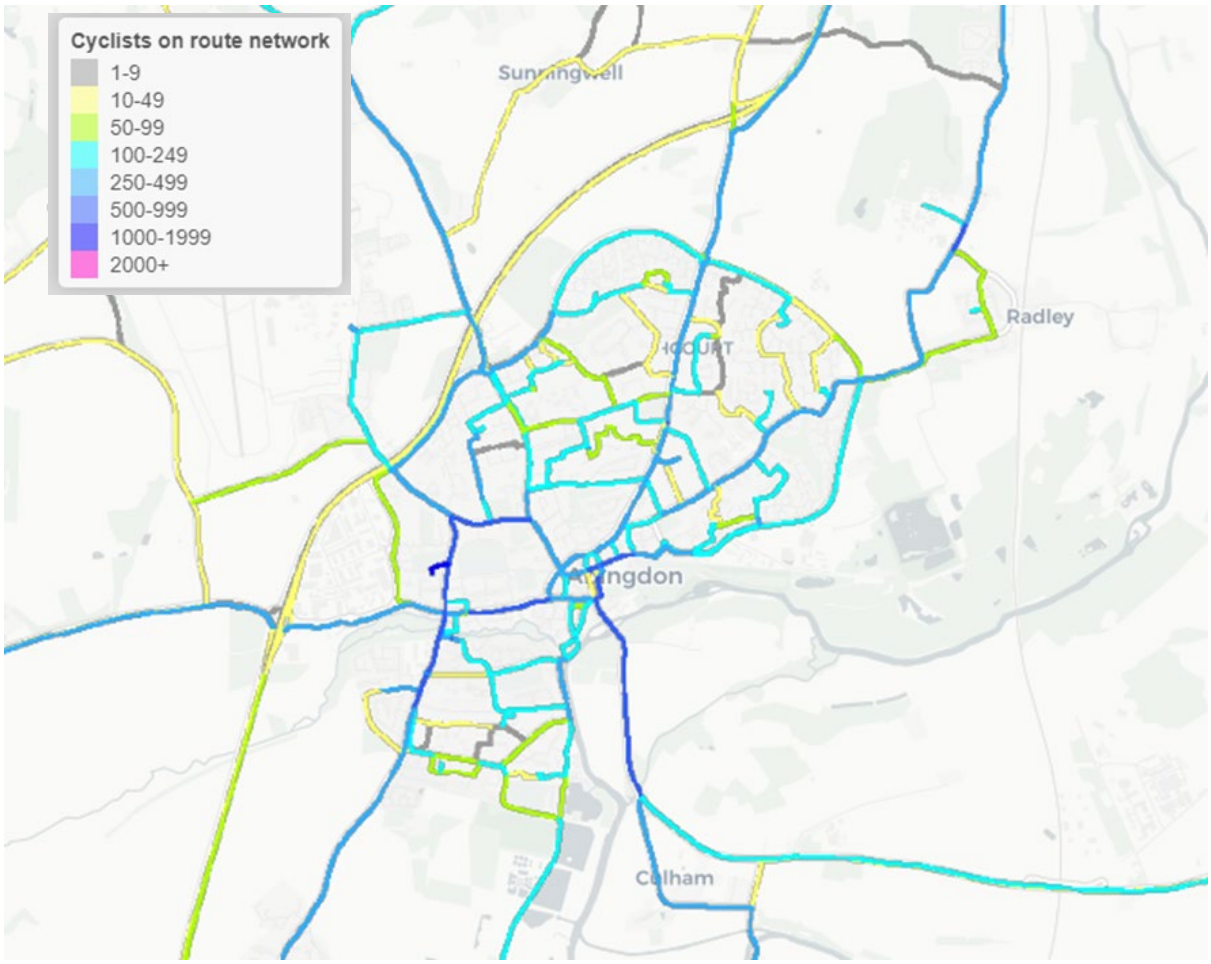


Figure 6 – PCT commuting cycling route network (Ebikes scenario flows) [27]

PCT school travel data (School Census 2011 scenario)

The PCT also provides some data on travel to school. Figure 7 shows the cycling flows for school travel based on the School Census 2011 scenario. This scenario provides a baseline of cycle use for travel to *state schools* in Abingdon. Data for private school travel patterns is not held at this time.

This data can be used to highlight parts of the walking and cycling network where demand (especially peak-hour demand) is higher than the commuting data from the PCT suggests, due to the additional requirement to carry school traffic. In addition, it can help to identify where there may be additional demand for segregation from motor traffic in order to facilitate safe opportunities for children (who may be less able to mix safely with general traffic) to travel to and from school by active modes.

Many short trips to school are already travelled by walking (in the 5 years between 2015 and 2019, an average of 44% of children walked to school – the most common way of getting to school [29]), but there is significant potential to shift some longer trips to school from driving (the second most common way of getting to school [29]) to cycling.

Note that whilst the PCT data shown in Figure 7 indicates high cycling flows on Colwell Drive (towards Larkmead School), anecdotal evidence suggests that the higher school cycling flow is actually on Spring Road, rather than Colwell Drive, as the main entrance to Larkmead School is located on Faringdon Road.

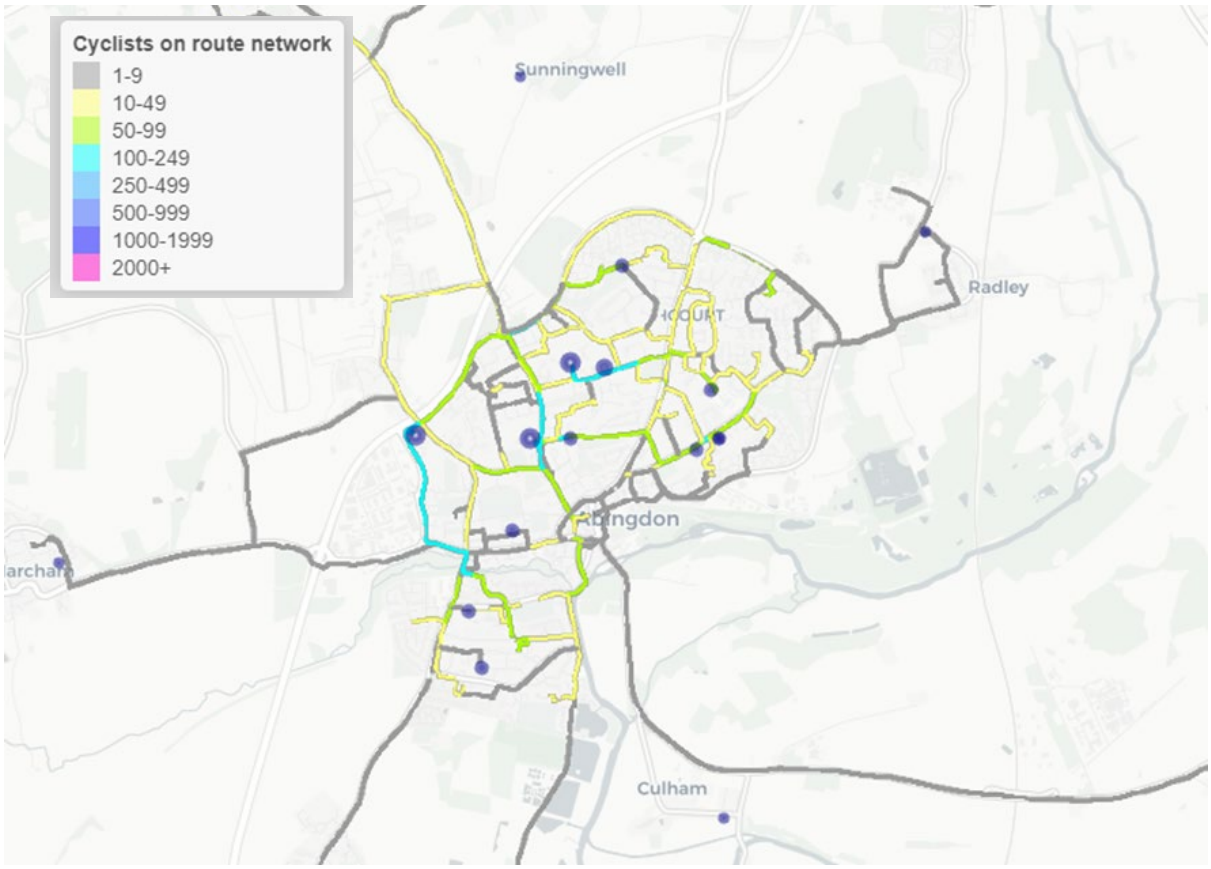


Figure 7 – PCT school cycling route network (School Census 2011 scenario flows) [27]

PCT school travel data (Go Dutch scenario)

The PCT's Go Dutch scenario for school travel, highlights potential cycling flows for school travel assuming Dutch propensities to cycle. An Ebikes scenario is not currently available for the PCT's school travel data.

This provides an aspirational estimate of future cycling levels for trips to school in Abingdon and can be used to help prioritise improvements to cycle infrastructure, by identifying routes where trips to school by cycle can be unlocked.

For Abingdon, the most notable finding is the requirement for safe opportunities for school children to travel from the south of the town to the north for school. There are no secondary schools in southern Abingdon and as such, there is significant unmet

demand for safe and convenient cycle routes across the River Ock and onwards to the three secondary schools off Faringdon Road and Wootton Road.

This is highlighted by the very high potential school cycling flow across the River Ock over the existing B4017 bridge (Drayton Rd), as seen in Figure 8. As with Figure 7, the high potential school cycle flow on Colwell Drive is more likely to follow Spring Road, due to the location of the main entrance to the Larkmead School site.

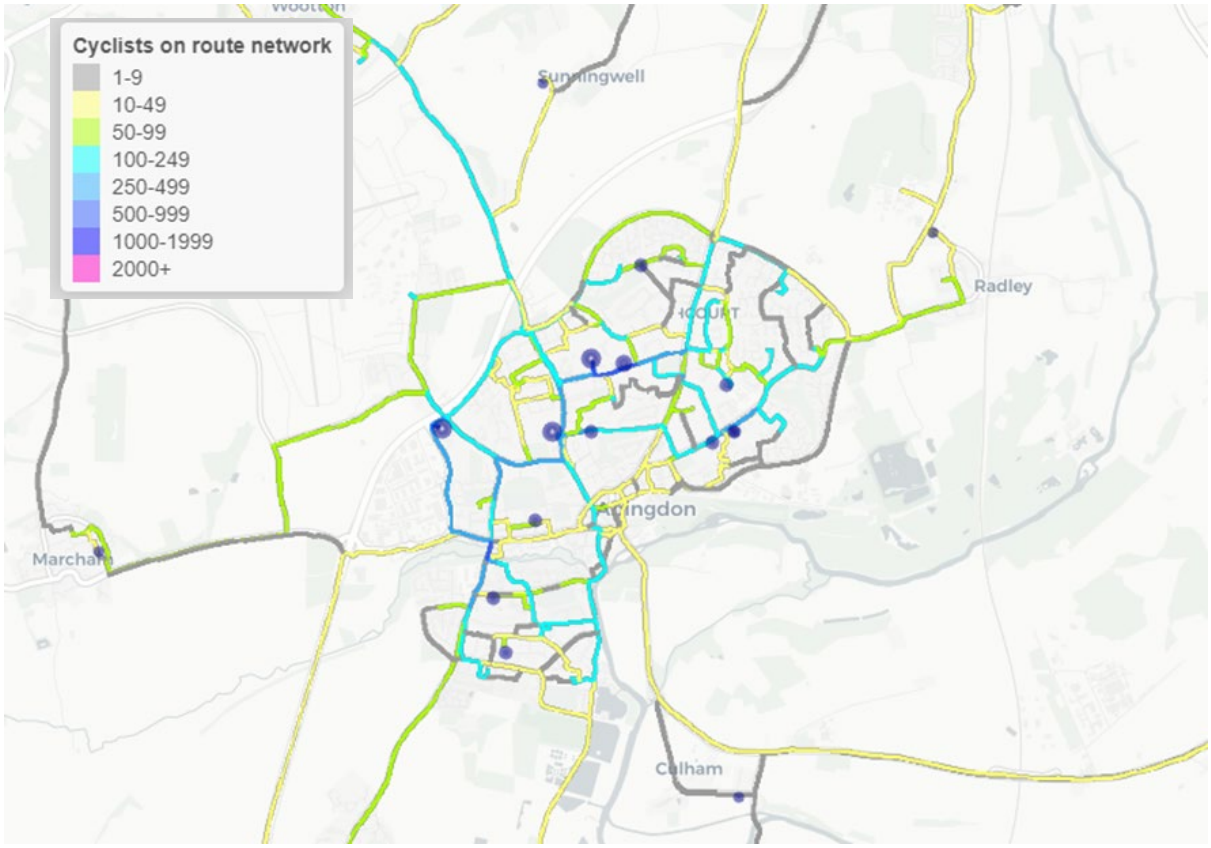


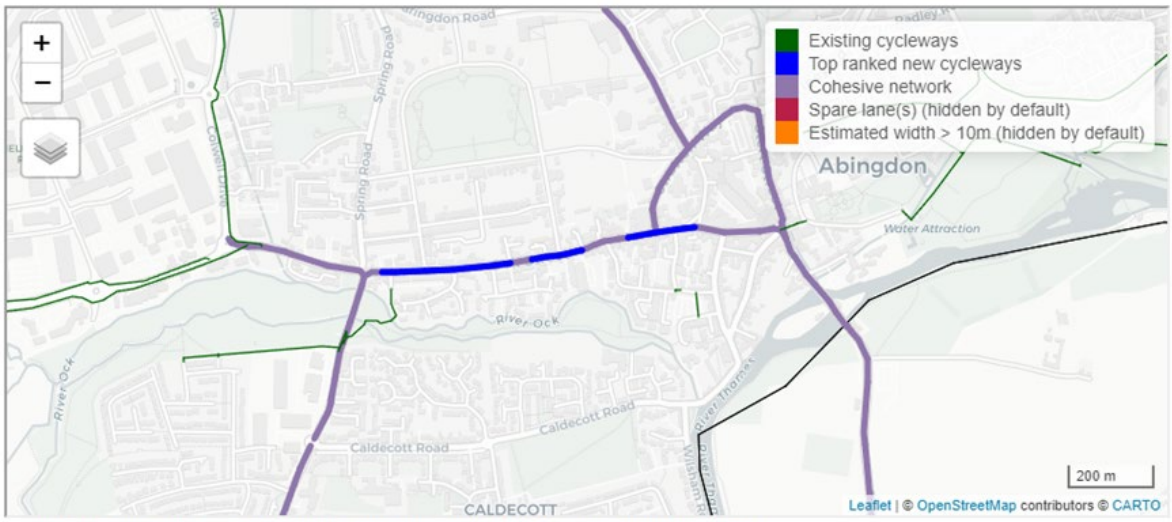
Figure 8 – PCT school cycling route network (Go Dutch scenario flows) [27]

2.3.5 Rapid Cycleway Prioritisation Tool

The Rapid Cycleway Prioritisation Tool (commissioned by Sustrans and the DfT to help identify promising locations for new cycleways in England) highlights Ock Street in Abingdon as a 'top ranked new cycleway' based on projected cycling flows from the PCT and estimates of the road space available for reallocation to improve cycling infrastructure along the route.

The results for Abingdon from this tool, shown in Figure 9 have already been used to help secure funding through the DfT's Active Travel Fund Tranche 3 for feasibility and preliminary design for an active travel scheme along Ock Street, to improve conditions for walking and cycling along this route.

The outcomes of this work will be used to seek further funding for implementation of the scheme.



See full map here, and a more description of the layers and the methodology at cyipt.bike/rapid.

The table below shows the top 30 roads, in terms of cycling potential and spare space criteria outlined on the landing page. The length refers to the continuous length of road. Cycling potential represents the average *combined number of commute and school* cycle trips that would use the road each morning under the Government Target scenario in the PCT. 'Length * potential' is the length of the road multiplied by its average cycling potential.

Show 10 entries Search: Ock St

	Name	Reference	Length (m)	Cycling potential	Length * potential (km)	Speed limit	Mean estimated width (m)	Majority spare lane(s)?
17	Ock Street	A415	572	211	121	30 mph	11	false

Figure 9 – Rapid Cycleway Prioritisation Tool results for Abingdon [30]

2.3.6 Strava Global Heatmap

Although the trips recorded on Strava tend to be for sport or leisure purposes and may not accurately reflect patterns of walking and cycling trips for utility purposes, Strava's Global Heatmap provides an additional data source which helps to corroborate and validate the conclusions drawn from the PCT route network and the network identified in the community-led Abingdon Liveable Streets proposals. The data provides a visualisation of the frequency of cycling, walking and running on different routes in Abingdon, based on aggregated public activities recorded on Strava over the past year.

Figure 10 shows the Strava Global Heatmap for cycling activities recorded in the Abingdon area. The routes shown in a bold red colour are the most commonly cycled by Strava users. Figure 11 shows a similar map for walking and running activities recorded in the Abingdon area.

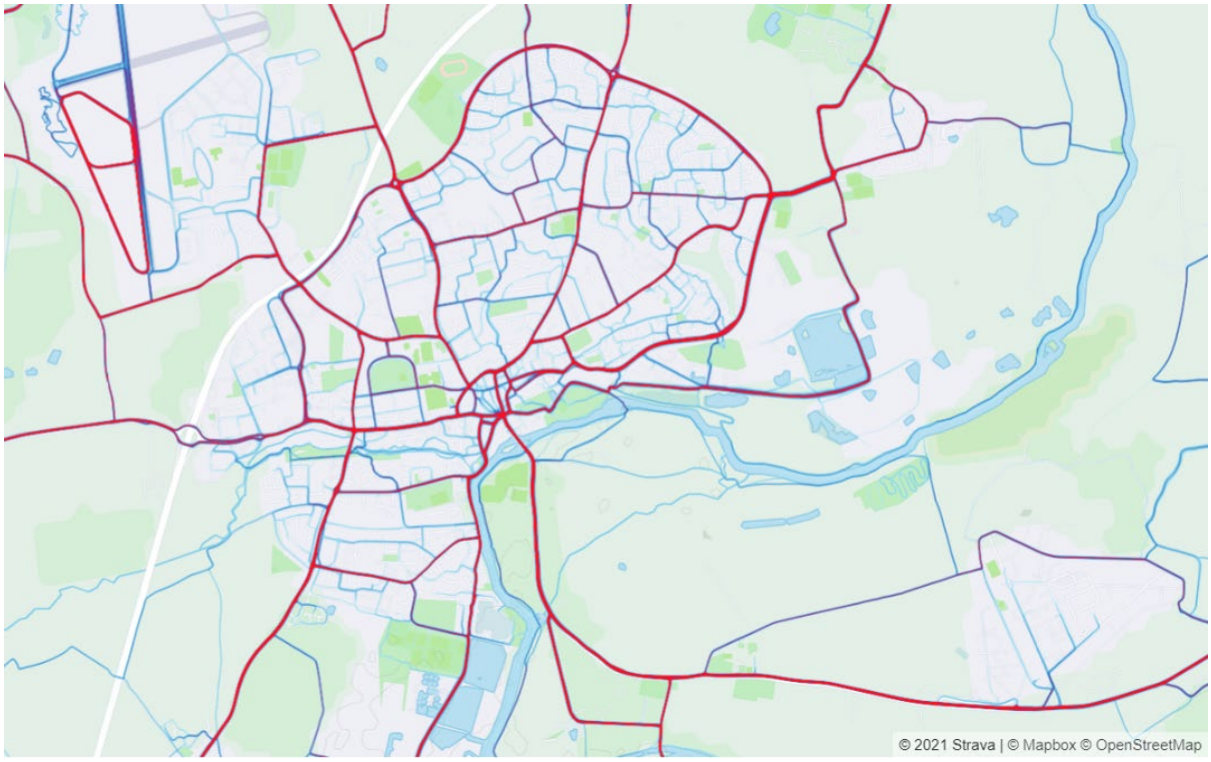


Figure 10 – Strava Global Heatmap (cycling), accessed 15 November 2021 [31]

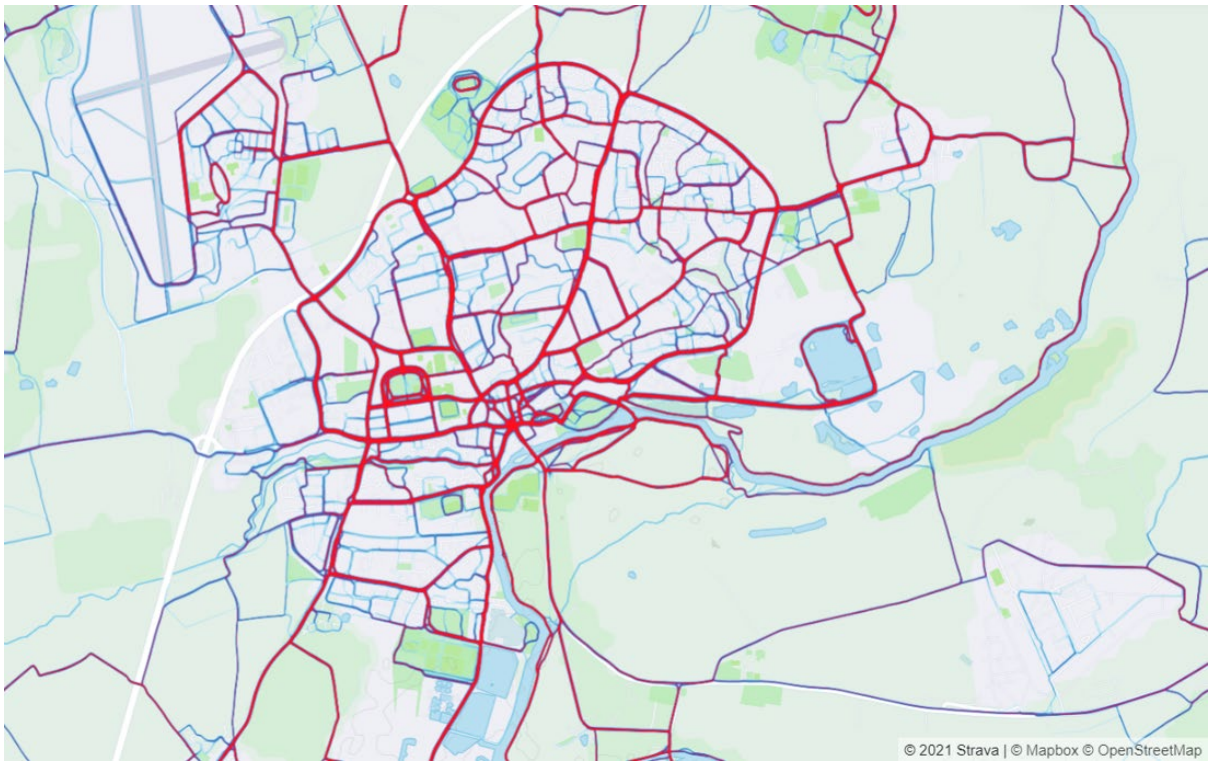


Figure 11 – Strava Global Heatmap (walking and running), accessed 15 November 2021 [31]

Although most of the frequently cycled routes overlap well with the estimates in the PCT (see section 2.3.4), there are several notable differences between the network identified in the PCT and the network identified by the Strava Global Heatmap:

- the Strava data shows high flows on a number of away-from-carriageway routes which do not feature in the PCT analysis (e.g., NCN5 between central Abingdon and Radley)
- the Strava data shows a different (and more accurate) preferred route (via Foxborough Road and Church Road) through Radley to the PCT (via St James Road, which is affected by the location of the LSOA centroid in the PCT analysis)
- the Strava data suggests a higher flow of cyclists on Audlett Drive than on Radley Road (whereas the PCT suggests that this is the other way around)

2.3.7 CycleStreets low traffic neighbourhoods and modal filters mapping tool

The map shown in Figure 12 is an extract from a tool developed by CycleStreets (the developers behind the routing algorithm used in the PCT). This tool uses automated analysis of OpenStreetMap data to highlight streets which may be inappropriately carrying through-traffic.

Figure 12 – CycleStreets Low Traffic Neighbourhoods map tool [32]

The analysis for Abingdon, as seen in Figure 12 indicates that most of the town's residential streets are already designed such that they do not permit through traffic.

It is expected that these streets (shown in blue on the map) have relatively low traffic flows and speeds and are therefore less likely to require major additional infrastructure to permit safe walking and cycling.

Despite these low speeds and flows, it may still be appropriate to make improvements to some of these routes. Many small-scale improvements are possible (for example provision of dropped kerbs and tactile paving where they are currently missing), and major changes may be appropriate where one of these streets forms part of a strategic or locally significant walking and cycling route.

No new Low Traffic Neighbourhoods are proposed for Abingdon in this first version of the LCWIP.

2.3.8 Traffic data

Although it is not comprehensive, and recent data is not available for all routes in Abingdon, a significant amount of data is held on traffic flows and speeds within the Abingdon LCWIP area.

This data has been used to inform audits of existing walking and cycling conditions and to help identify the appropriate types of infrastructure improvements for each route.

The key speed and flow data held for the primary routes identified in the LCWIP is summarised in *Appendix E: Primary Route Audit Log*.

Most residential streets within the town currently have 30mph speed limits. The peripheral roads (Audlett Drive, Twelve Acre Drive, Dunmore Road, Copenhagen Drive and Colwell Drive) have 40mph speed limits except for a short stretch of Audlett Drive closest to the town centre. A number of key routes outside the town boundary which form part of the wider walking and cycling network also have higher speed limits (50mph on Oxford Road, 40mph on Kennington Road, 40mph on the A415 to the south, 50mph on Drayton Road, 50mph on the A415 to the west, 40mph on Long Tow and 40mph on Wootton Road).

Note that whilst the existing traffic speeds were used to inform the route auditing process described in section 3.4, it is expected that the speed limits on a number of routes within Abingdon town boundary will soon be reduced from 30mph to 20mph, and that the speed limit on the peripheral roads will be reduced from 40mph to 30mph. [33] [34] Consideration was given to this proposed change when making proposals for infrastructure improvements. The proposed speed limit reductions are expected to improve road safety for all road users – especially for people walking and cycling – and would support provision of further improvements for walking and cycling through the use of some different types of infrastructure (e.g., the use of a zebra crossing instead of a signalised crossing).

2.3.9 Collision data

The STATS19 database (named after the police form used to record the data) holds data on collisions on highways which resulted in personal injury and were reported to the police within 30 days. [35]

During the ten year period from 2012 to 2021 (inclusive), there were 151 cyclist casualties and 88 pedestrian casualties relevant to the Abingdon LCWIP.

Note that these figures include casualties resulting from collisions which occurred within either the Abingdon LCWIP main boundary or the boundary extension for Dalton Barracks (as shown in Figure 1 – Appendix A: Geographical Scope Map), as well as a small number of collisions on LCWIP routes into and out of these areas (for example on the A415 between Abingdon and Culham).

Figure 13 shows the locations of the collisions which resulted in cyclist casualties, and their severities (slight, serious, or fatal).

Figure 14 shows the locations of the collisions which resulted in pedestrian casualties, and their severities (slight, serious, or fatal).

When opportunities to fund improvements arise, the details of these collisions will be reviewed to ensure that the proposed scheme eliminates features of the existing infrastructure which are known to increase the likelihood of collisions.

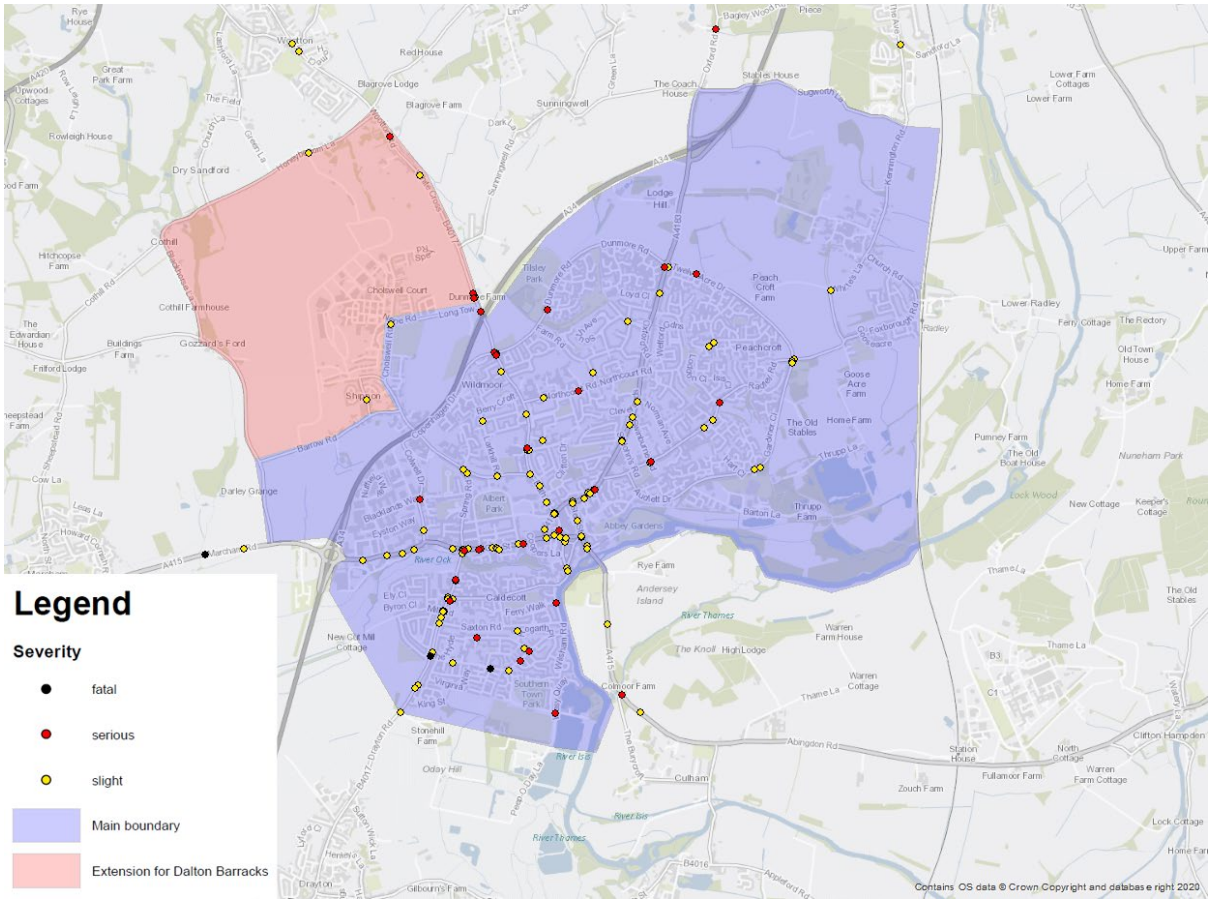


Figure 13 – STATS19 cyclist casualties relevant to Abingdon LCWIP [36]

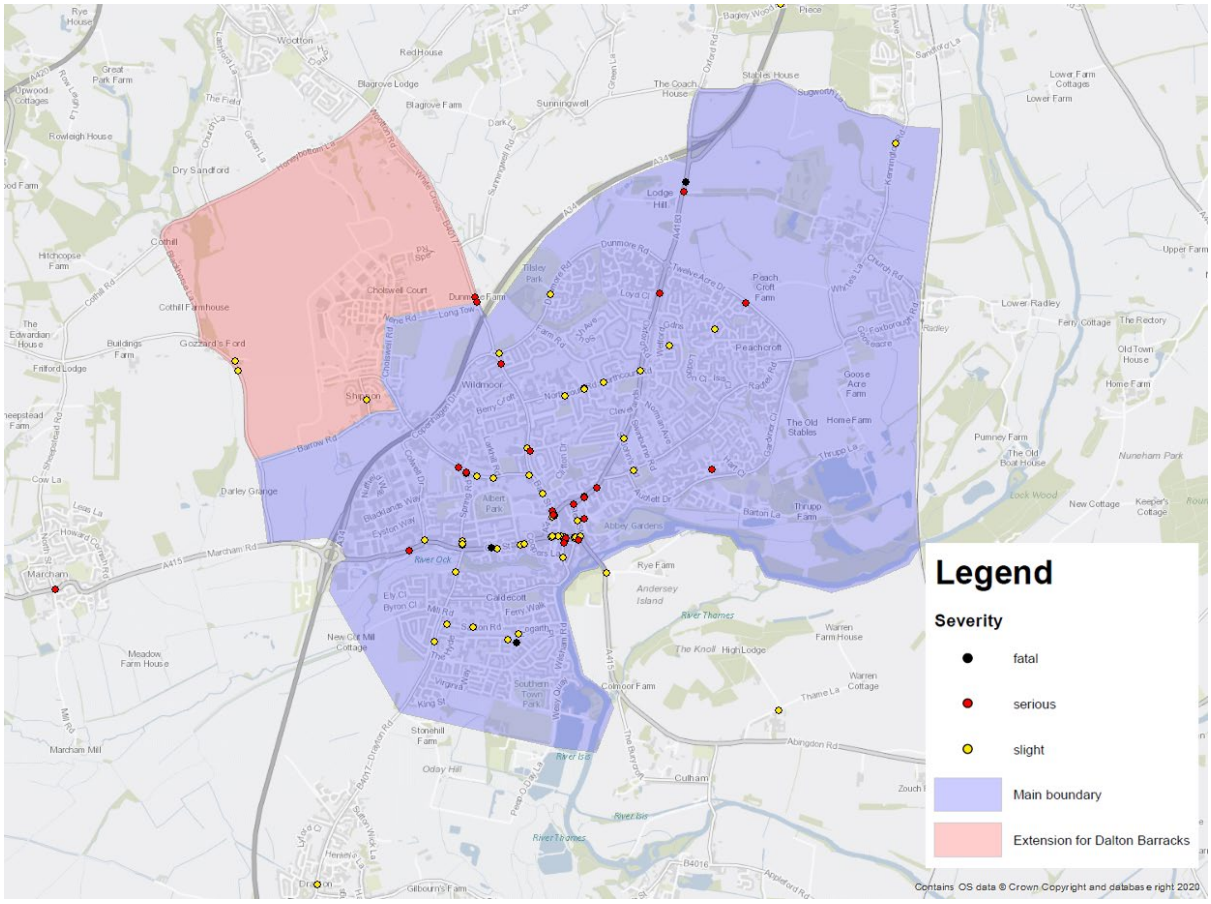


Figure 14 - STATS19 pedestrian casualties relevant to Abingdon LCWIP [36]

2.3.10 Air quality data

Air quality is a particular concern in Abingdon and the area shown in Figure 15 is designated as an Air Quality Management Area (AQMA).

At present, the AQMA limits the scope of proposals in this central area. Significant changes which may result in increased vehicular queueing in this area risk a negative impact on local air quality in the short term. This may result in some proposals being deferred until such a time as local air quality is less problematic in central Abingdon.

As can be seen in Figure 16, the latest data shows that local NO_2 levels in Abingdon – including within the AQMA – are below the national objective. Although the very low levels of NO_2 seen in 2020 were due to the significant reduction in traffic volumes during the Covid-19 pandemic, it should be noted that levels of NO_2 in the Abingdon AQMA were also below the objective before the pandemic and that VoWHDC's Air Quality Annual Status reports raised consideration for revoking the Abingdon AQMA as early as 2018.

The 2021 Air Quality Annual Status Report states:

'The levels of NO_2 in Abingdon remained below the air quality objective in 2020 [levels in 2019 were also below the objective] and serious consideration can now be

given to revoking the AQMA. This will be one of the ideas explored when producing the new AQAP [Air Quality Action Plan]. ' [37]

The 2022 Annual Status report goes on to say:

"In Abingdon annual levels of NO2 continue to be below 36μg/m3 at all monitoring sites and it is anticipated that the evidence supporting the revocation of the Abingdon AQMA will be submitted to Defra in the next 12 months with a view to revoking the Abingdon AQMA." [37]

Figure 15 – Abingdon Air Quality Management Area (AQMA) [38]

With this change and the expected fleet change to cleaner vehicles over the coming years in mind, this limitation on changes which can be made within the central area in Abingdon is expected to be reduced or eliminated completely in the long term.

As this situation develops, and a wider transport strategy is developed for the Abingdon area, ambitious proposals for the current AQMA area can be developed further.

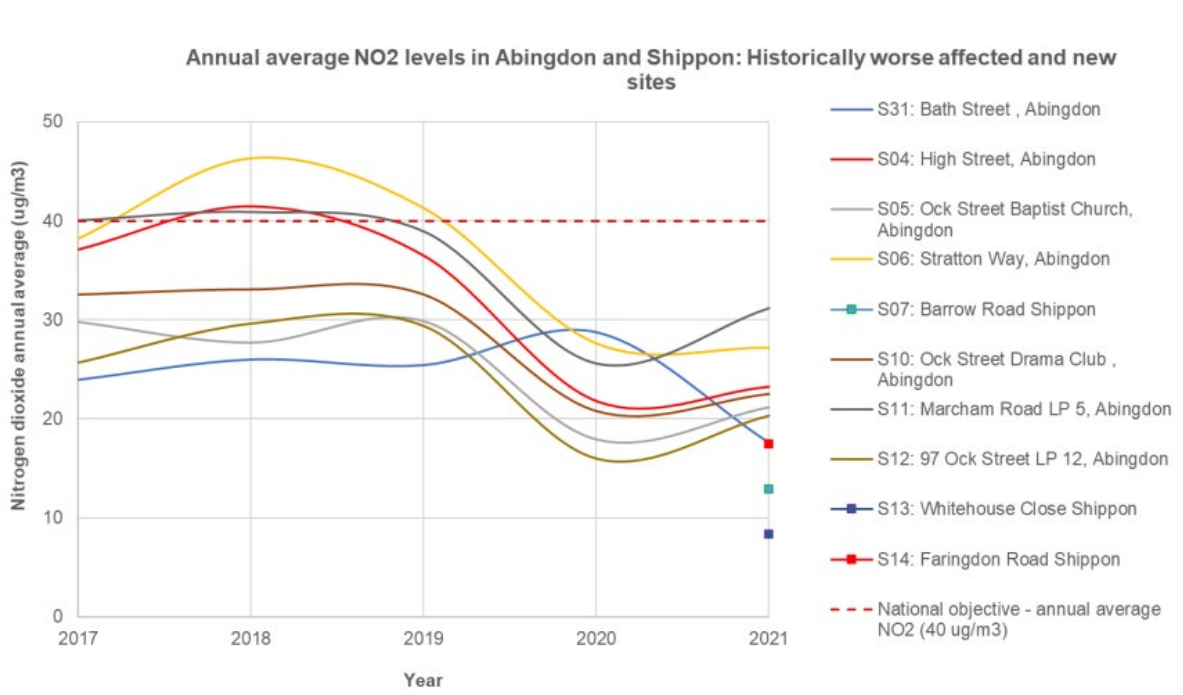


Figure 16 – Abingdon air quality trends as per VoWHDC's 2022 Air Quality Annual Status Report [37]

2.3.11 Active Lives Survey

The Active Lives Survey, conducted by Sport England, offers data on all types of cycling trips at a local authority district (LAD) level and helps to provide some of the missing information on non-commuting trips which are not covered by the census data discussed in section 2.3.3.

Participation in cycling in Vale of White Horse district is consistently high relative to other local authorities in England. Since the May 2019-2020 survey, Vale of White Horse has remained in the top 4 LADs outside cities (topped only by South Cambridgeshire, the Isles of Scilly and Woking) and the top 13 LADs overall (topped only by Cambridge, Oxford, several London boroughs, South Cambridgeshire, the Isles of Scilly, and Woking) in terms of cycling participation (the proportion of adults who cycled at least twice in the 28 days leading up to the survey date). [39]

Abingdon is the largest settlement in Vale of White Horse – accounting for 25% of the population of the district by ONS' mid-2020 estimates [40] – and the Census 2011 mode share figures suggest that cycling levels in Abingdon are somewhat higher than those in the rest of the district (refer to Figure 4).

Levels of cycling in the neighbouring South Oxfordshire district are also high relative to other local authorities in England.

These already high levels of cycling in and around Abingdon, by current UK standards, provide a reasonable expectation that the town has the potential for very high levels of cycling if adequate infrastructure is provided to make cycling accessible and attractive to all.

Figure 17 shows the level of participation in any cycling activity (proportion of adults who cycled at least twice in the 28 days leading up to the survey date) in Vale of White Horse and South Oxfordshire districts. There was a clear increase in the number of people participating in cycling in the region during the May 2019-2020 period, when the first national lockdown came into effect. This goes some way to demonstrating that a rapid increase in cycling levels can be achieved when traffic volumes are reduced on cycle routes.

The Active Lives Survey sample sizes are relatively small at LAD level, so the data is relatively volatile, and caution is required in drawing conclusions from these results.

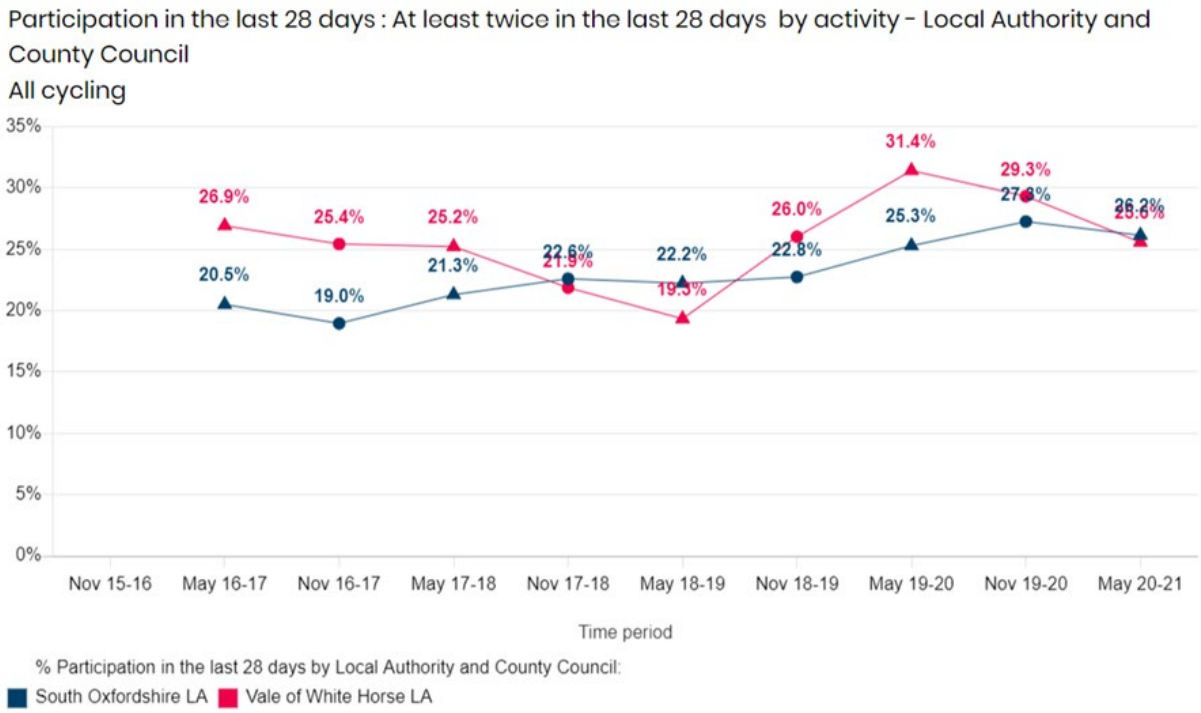


Figure 17 – Active Lives Survey results: participation in cycling in SO and VoWH districts [39]

2.3.12 National Travel Survey

The National Travel Survey is the primary source of data on personal travel patterns by residents of England within Great Britain. The survey is conducted annually and is used to monitor long-term trends in personal travel and to inform policy development. It is a high-level tool and does not offer local detail but provides an excellent overview of typical travel patterns across England.

Figure 18 shows the mode share of trips by main mode for different trip lengths in England in 2020. Most trips recorded by the National Travel Survey are relatively short.

In 2020, 25% of trips were under 1 mile. Of these trips, 82% were travelled by walking. In 2019 (before the COVID-19 pandemic), 24% of trips were under 1 mile and 80% of these were walked. [24]

In 2020, 71% of trips were under 5 miles and in 2019, 68% of trips were under 5 miles. [24]

As can be seen in Figure 18, although walking is the dominant mode for trips under 1 mile, driving is the second most frequently used mode in this distance band. For all distance bands over 1 mile, driving is the dominant mode. It is worth noting that the public transport mode share has been reduced as a result of the COVID-19 pandemic.

The aim of LCWIPs is to change this pattern and to shift trips which are currently being driven to walking and cycling. The key opportunities apparent in Figure 18 are the majority of trips between 1 and 5 miles which are driven, but which could – in many cases (especially within urban and suburban areas) – be cycled or walked and the trips under 1 mile which are still driven, rather than walked or cycled.

Figure 19 shows the proportion of cycling trips per person per year, by trip purpose for 2019 and 2020. Travel patterns in 2020 were altered significantly by the impact of the COVID-19 pandemic. This accounts for the significant increase in the proportion of leisure cycling trips in 2020.

Figure 20 shows the proportion of walking trips per person per year, by trip purpose for 2019 and 2020. Similar to the pattern observed in the cycling figures, walking for the purpose of 'Other including just walk' accounted for 48% of trips and 'Leisure' accounted for an additional 8%.

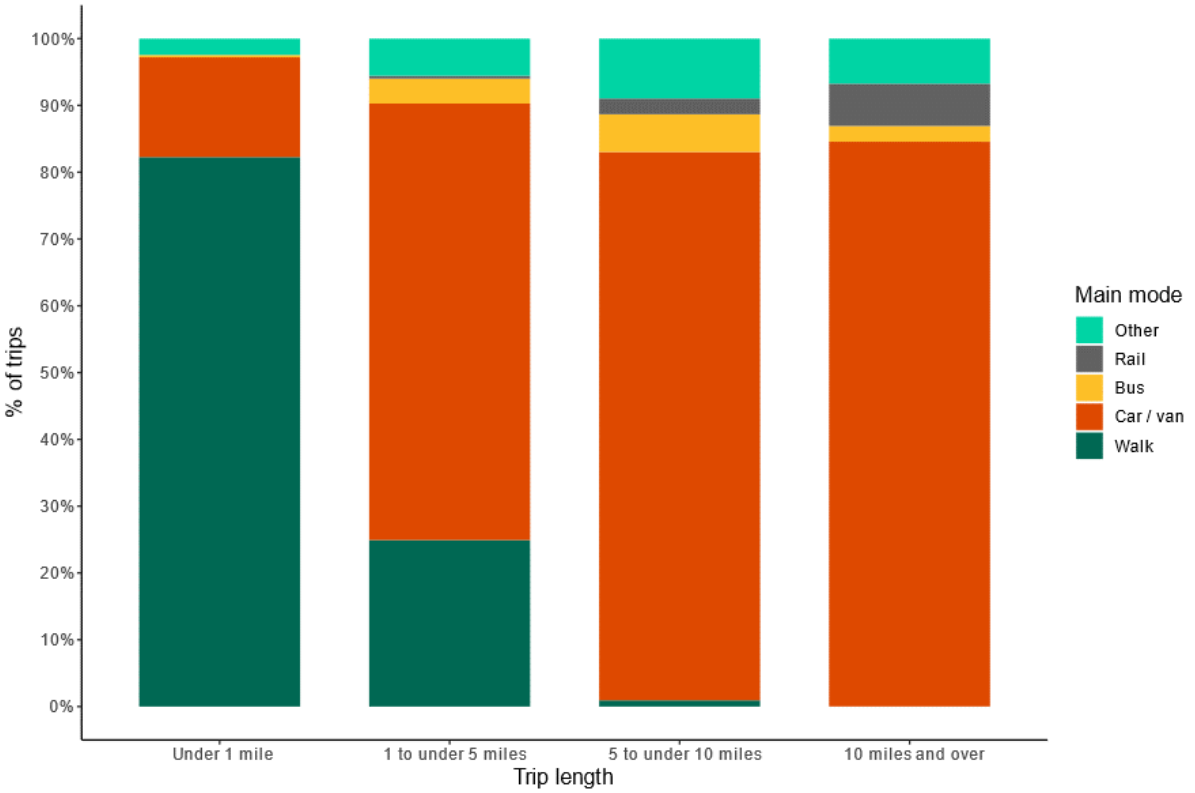


Figure 18 – Mode share of trips by main mode for different trip lengths: England, 2020 (NTS0308) [24]

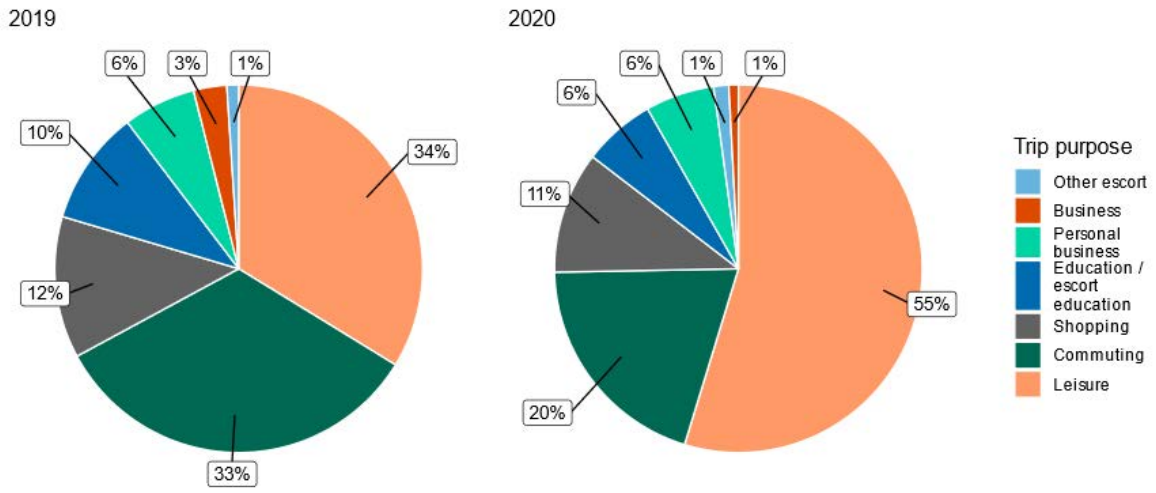


Figure 19 – Proportion of cycling trips per person per year, by trip purpose: England, 2019 and 2020 (NTS0409) [24]

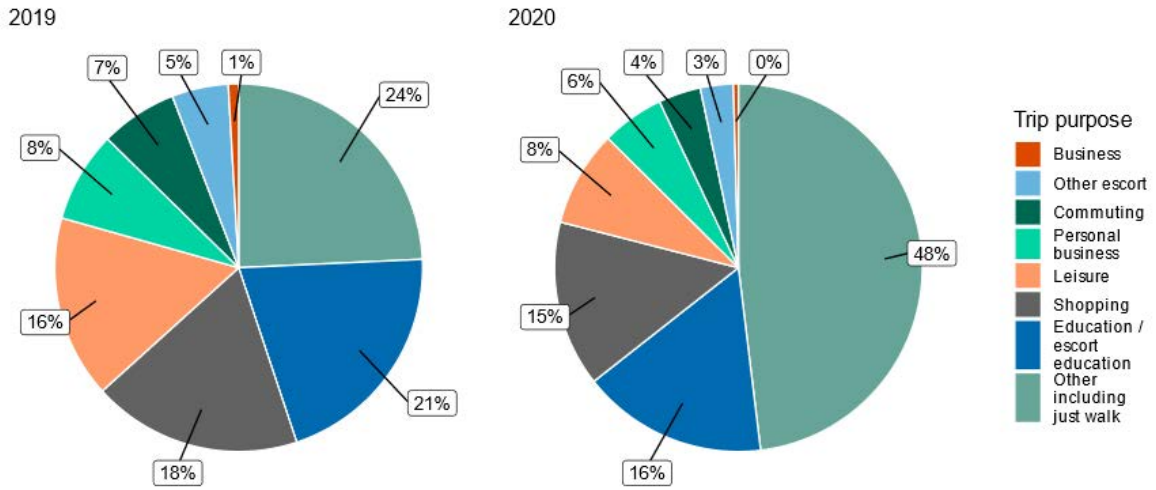


Figure 20 – Proportion of walking trips per person per year, by trip purpose: England, 2019 and 2020 (NTS0409) [24]

2.3.13 Perception of existing facilities

The aforementioned Abingdon Liveable Streets proposals [20] provided a good starting point in identifying the needs of the local community in terms of improvements to the local active travel network.

Stakeholder engagement and public consultation exercises undertaken during the course of the LCWIP process also provide a valuable source of data regarding the perception of existing facilities.

Consultations on the ongoing Neighbourhood Plan process and the Central Abingdon Regeneration Framework project were also considered.

At a national level, wave 5 of the National Travel Attitude Survey [41] provides some useful data on the types of measures which encourage people to cycle more. The survey highlights that the following encourage uptake of cycling:

- segregated cycle paths (55% of responses)
- safer routes (53% of responses)
- well-maintained surfaces (49% of responses)

Notably, 68% of responses indicated that they would support the creation of dedicated cycle lanes, at the expense of road space for cars.

2.3.14 Indices of Multiple Deprivation (IMD)

Figure 21 shows a map which displays the Index of Multiple Deprivation (IMD) by LSOA in and around Abingdon based on data from 2019.

This data can be used to aid prioritisation of infrastructure improvements for walking and cycling. In general, higher priority should be given to improvements which serve more deprived communities (although this factor will need to be balanced with other prioritisation criteria).

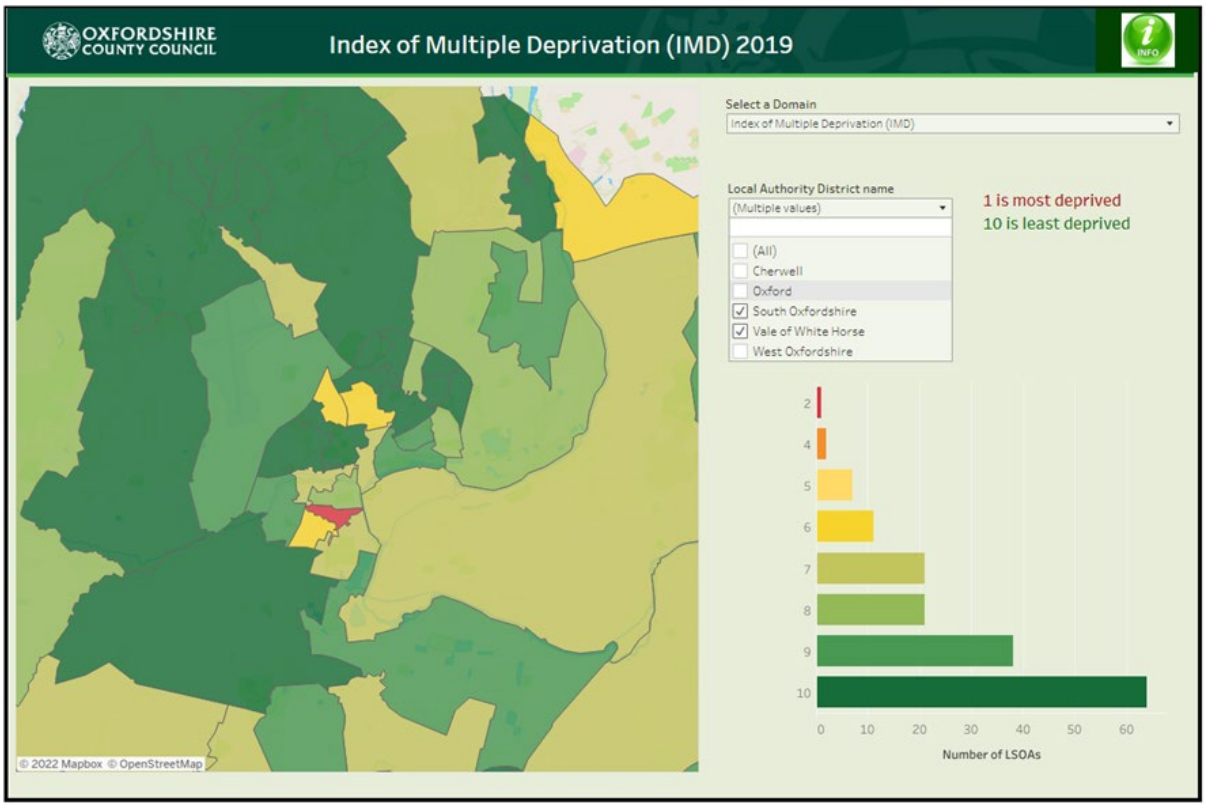


Figure 21 – Abingdon and surroundings IMD map [42]

3 Abingdon walking and cycling network

3.1 Network map

The proposed walking and cycling network can be seen in *Appendix C: Network Map*, a low-resolution version of which is shown in Figure 22 for convenience.

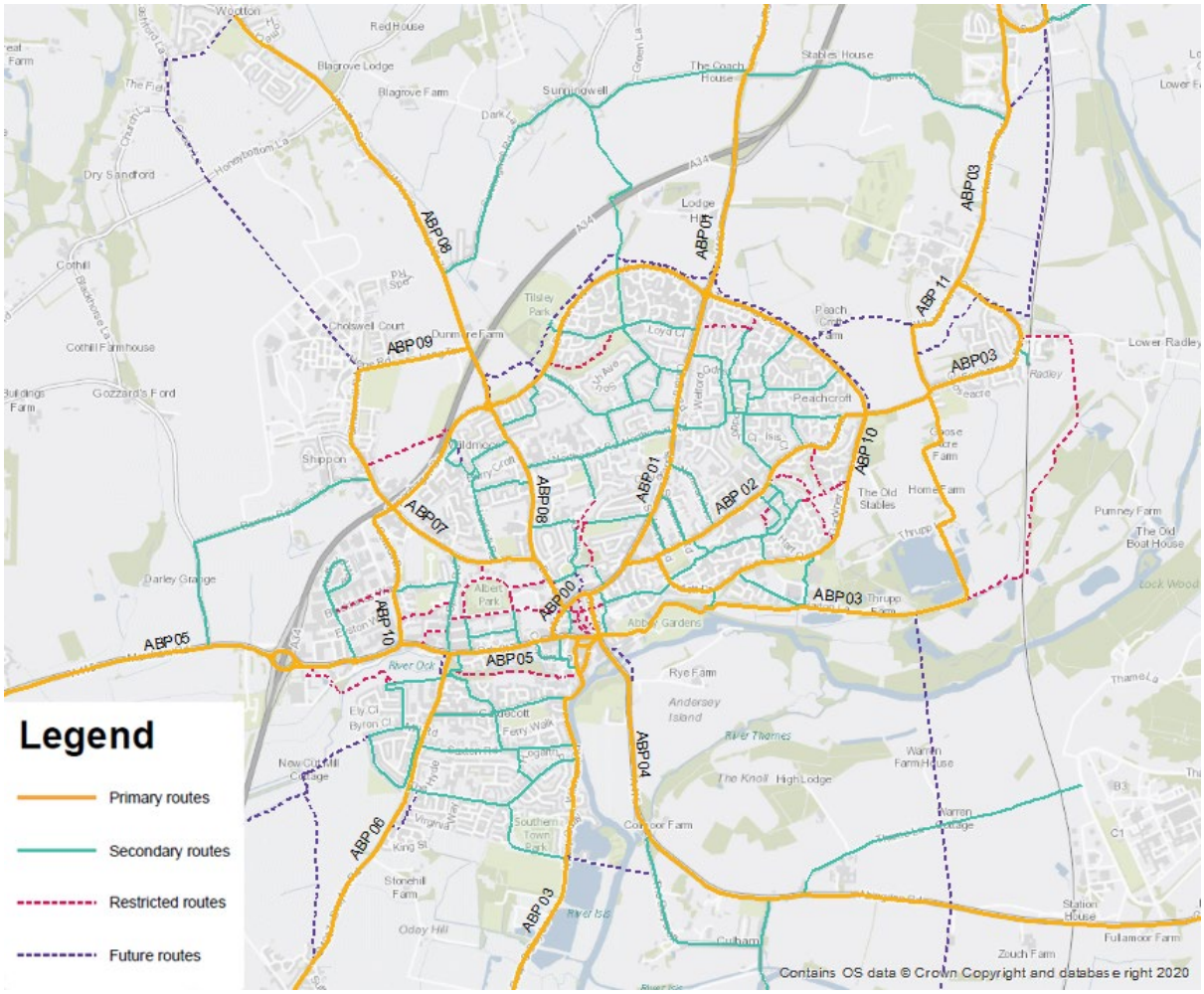


Figure 22 – Appendix C: Network Map

3.2 Route classification

As seen in Figure 22, the LCWIP network map includes four distinct types of route: primary, secondary, restricted, and future routes. Table 1 provides a description for each of these four types.

This typology is the result of consideration of the national guidance on LCWIPs [2] and ongoing work at Oxfordshire County Council to standardise the outputs of LCWIPs in Oxfordshire.

Each route in the network map has been classified using this typology based on local knowledge and on the data described in section 2.3 of this document.

Table 1 – Classification of LCWIP routes

Route type	Description
Primary	Main routes for both walking and cycling, typically linking key origin and destination locations (e.g. linking a large residential area to the town centre) in the most direct way. High walking and/or cycling flows are forecast along these routes. These routes are often classified roads which may require significant investment in walking and cycling infrastructure to achieve these high walking and cycling flows.
Secondary	Routes with local importance, typically linking trip generators such as education and employment sites, linking primary routes to one another or providing less direct alternatives to primary routes. Medium walking and/or cycling flows are forecast along these routes.
Restricted	Routes which are not currently accessible for both walking and cycling. These routes have some sort of (physical, legal or temporal) restriction (e.g. cycling is not permitted, the route is opened only at certain times or the route is on private land). Where appropriate, steps should be taken to remove these restrictions and to reclassify these as primary or secondary routes.
Future	Routes which do not currently exist. This set of routes includes both routes which have been secured and are expected to be delivered, and aspirational routes (e.g. river crossings and links through private land) which have not yet been formally secured. The alignments of these aspirational routes are subject to change and the links shown on the network map are indicative only.

3.3 Core Walking Zone (CWZ)

For Abingdon, a single CWZ encompassing the town centre has been identified. The proposed extents of this CWZ can be seen in *Appendix D: Core Walking Zone Map*. A low-resolution version of this map can be seen in Figure 23 for convenience.

Several factors have influenced the identification of this CWZ. The majority of town centre trip generators (e.g., retail and hospitality services) fall within this region; the routes between the town centre and the car parks at Rye Farm, Abbey Close, The Charter, Audlett Drive and West St Helen Street are all covered; and the walking ‘funnel routes’ across the River Thames and the River Ock are also covered.

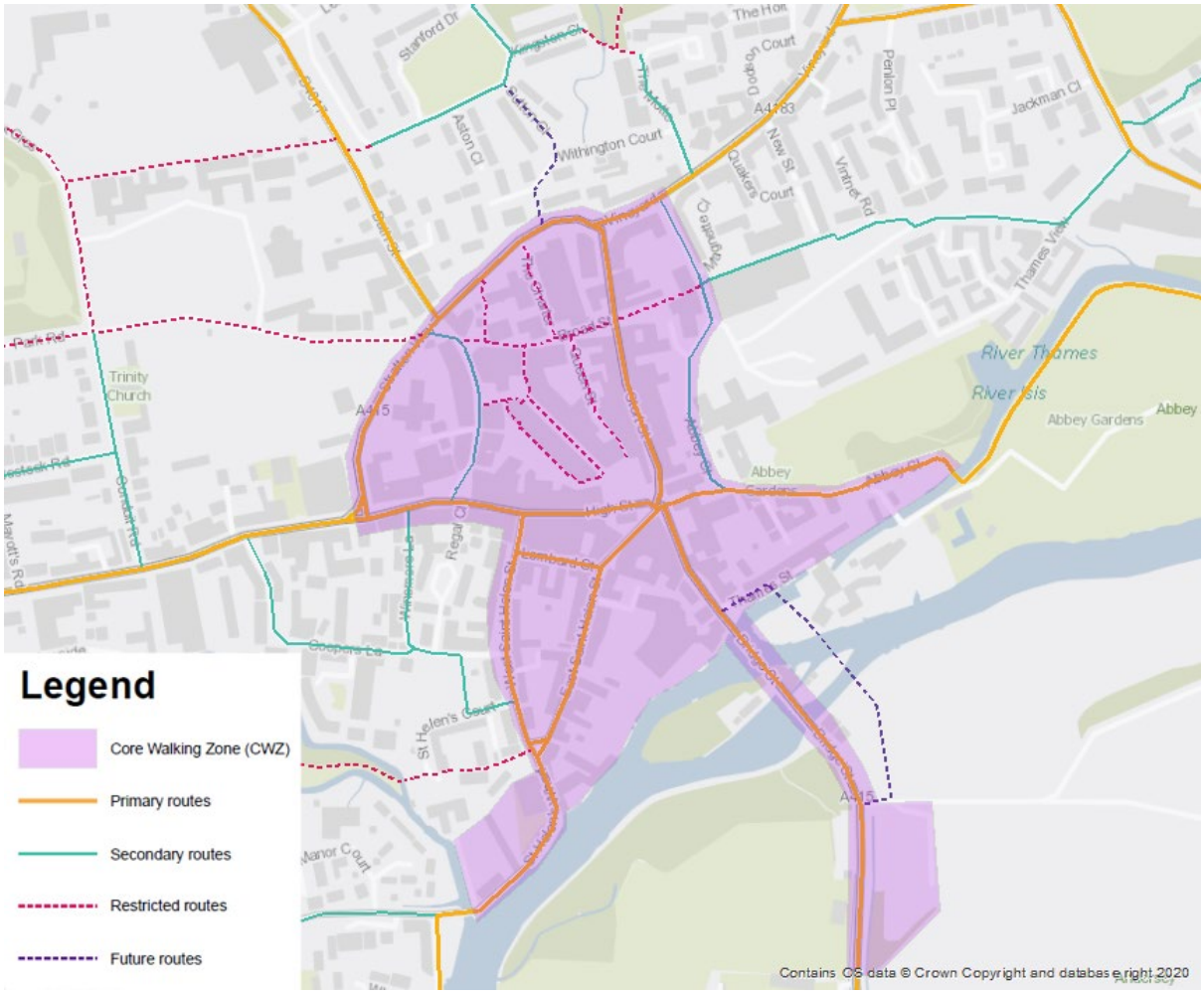


Figure 23 – Appendix D: Core Walking Zone Map

3.4 Audit of current conditions on the network

An audit of the current conditions for walking and cycling was conducted to identify where infrastructure improvements are required.

The overall goal of the proposed improvements is to create a walking and cycling network which meets the core design principles for walking and cycling. Networks and routes for both walking and cycling should be **coherent, direct, safe, comfortable, and attractive**. [2] [4]

Note that although the core principles are the same for both walking and cycling, the physical infrastructure design features which create these conditions are different for each mode.

The primary routes identified in *Appendix C: Network Map*, as seen in Figure 22 were audited using the Cycling Level of Service (CLoS) tool, which is described in LTN1/20 [4]. This approach provides a consistent and systematic method for auditing cycling routes against the core design principles listed above.
Each primary route was broken down into sections such that the characteristics of the route did not change significantly within a section. The lengths of these sections are generally less than 1km (as per the guidance [2]), but in some cases, where

there are long stretches of a route over which conditions remain similar, section lengths of more than 1km were used. In total, 41 sections (covering 12 routes) were audited using this approach.

As well as scoring each section using the CLoS tool, any critical failures (of the existing infrastructure) against the CLoS criteria were recorded, to ensure that these issues are noted and addressed as and when schemes to improve these primary routes are progressed.

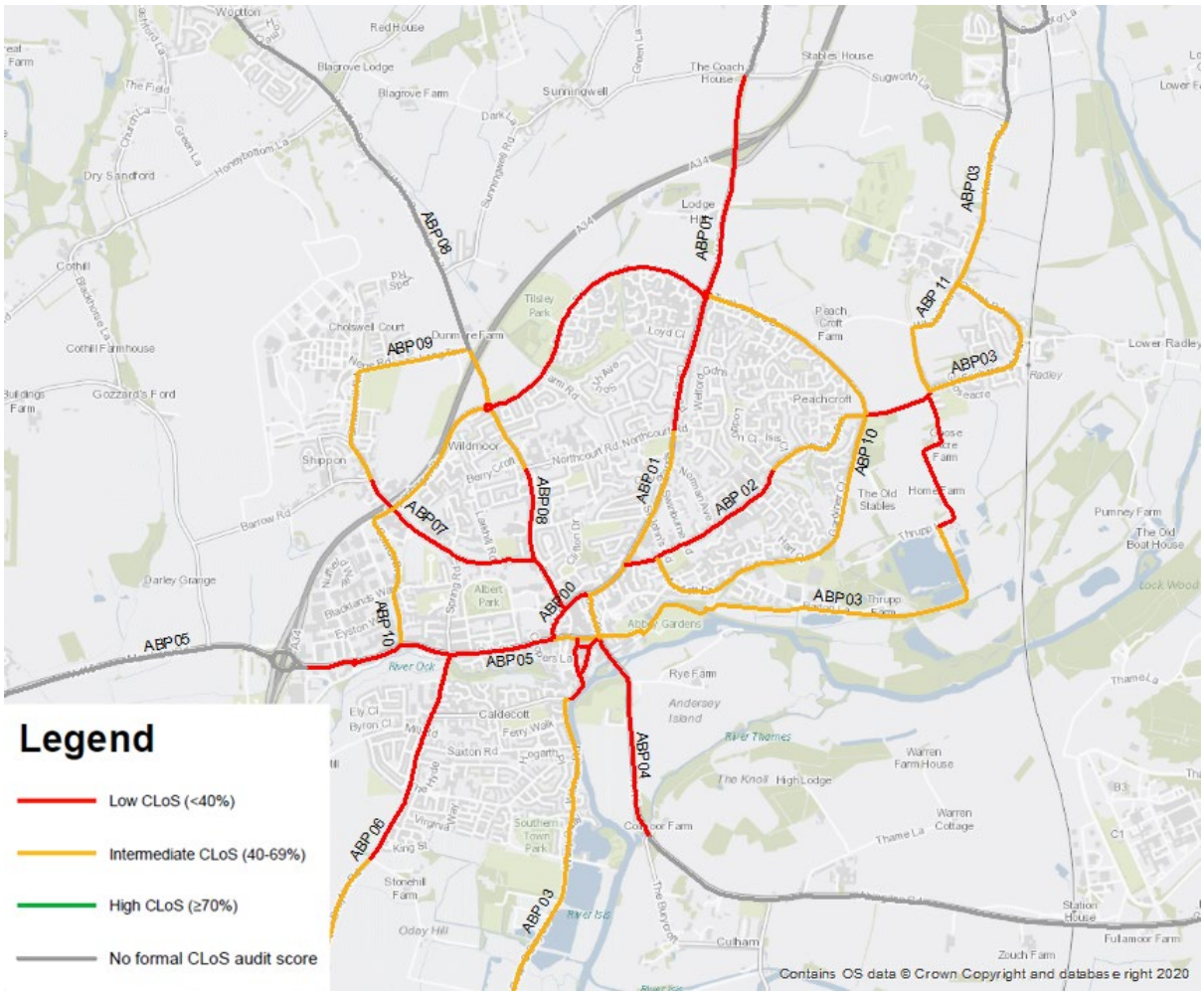


Figure 24 – Appendix F: Primary Routes Current CLoS Map

The detailed results of this CLoS audit can be seen in *Appendix E: Primary Route Audit Log* and an overview of the results can be seen in *Appendix F: Primary Routes Current Cycling Level of Service (CLoS) Map*, a low-resolution version of which can be seen in Figure 24 for convenience.

During the primary route auditing process, opportunities, and challenges for improving both walking and cycling conditions were considered. Whilst cycling conditions were assessed using the CLoS tool, walking conditions were assessed informally, without the use of a scoring system.

For the secondary and restricted routes identified in the network map, an informal auditing process was used (a full CLoS audit was not conducted on these routes due

to limitations on project resources and due to a lack of traffic data on many of these routes). No scoring system was used to assess the current conditions for walking or cycling on these routes, but the outcomes of the informal audits fed directly into the LCWIP proposals.

4 Walking and cycling infrastructure improvements

4.1 Proposed improvements

Following the completion of the network auditing process, a list of proposals for improvements to the walking and cycling infrastructure provision in Abingdon was developed. The full list of proposals can be found in *Appendix G: Programme of Walking and Cycling Infrastructure Improvements*.

The proposed infrastructure improvements listed in this document seek to address the issues identified on the existing walking and cycling network during the auditing process, as well as to highlight where additional routes are needed.

The proposals include suggestions for the following types of improvements:

- new and improved crossings for walking and cycling
- junction redesign to prioritise walking and cycling movements
- removal or modification of barriers on walking and cycling routes to improve accessibility
- provision of additional high-quality cycle parking
- on-carriageway cycling improvements (e.g., wider cycle lanes and centreline removal, some of which may require additional parking restrictions)
- provision of segregated cycle tracks (some of which will require reallocation of highway space from motor vehicles to active travel)
- permissions for cycling on some routes where cycling is not currently permitted
- new river crossings for walking and cycling over the rivers Thames and Ock
- footway widening and public realm improvements
- provision of new and improved walking and cycling routes between Abingdon and other key local destinations (outside the town)

There are 108 proposals in total, of which 75 (approximately 69%) are suggested improvements for both walking and cycling, 6 (approximately 6%) are suggested improvements for walking only, and 27 (approximately 25%) are suggested improvements for cycling only.

22 proposals (approximately 20%) fall into the short term timescale category (could feasibly be completed within 3 years), 29 proposals (approximately 27%) fall into the medium term timescale category (could feasibly be completed within 5 years) and 41 proposals (approximately 38%) fall into the long term timescale category (will take longer than 5 years to deliver).

The remaining 16 proposals (approximately 15%) have already been secured for direct delivery by local developers and will be delivered when their triggers (as set out in the relevant S106 agreements) are reached. These proposals have been included in the LCWIP for completeness and to provide context for the proposals which have not yet been secured.

Where appropriate, the suggestions of local interest groups and local members have been incorporated into *Appendix G: Programme of Walking and Cycling Infrastructure Improvements*, based on the work set out in the community-led Abingdon Liveable Streets proposals [20] and on discussions held with the steering group.

In *Appendix G: Programme of Walking and Cycling Infrastructure Improvements*, the proposals are grouped into the following categories:

Table 2 – Classification of LCWIP proposals

Proposal type	Description
Primary route network proposals	High-priority proposals for improvements to existing primary routes.
Core Walking Zone proposals	Proposals for improvements within the Core Walking Zone. Note that proposals which fall both on a primary route and within the Core Walking Zone are listed under primary route network proposals.
Town-wide proposals	Proposals which cover the whole town or a number of locations across the town, rather than along a particular route (e.g., speed limit reduction on residential streets to 20mph).
"Quick win" proposals	Proposals which are generally low cost, with relatively few barriers to delivery (and do not fall on the primary route network), but which could rapidly improve or expand the walking and cycling network.
Other proposals	Proposals which do not fall into one of the categories above. This includes proposals on secondary and restricted routes, which are not considered to be quick wins (due to barriers to delivery), but which are considered to offer a significant benefit. This category also includes proposals for completely new (future) routes, for example new river crossings, which are not yet part of the network.

To aid understanding, the proposals in this LCWIP have been numbered and mapped. The proposal reference numbers listed in *Appendix G: Programme of Walking and Cycling Infrastructure Improvements* correspond to the labels shown in *Appendix H: Proposal Maps*. Note that the descriptions in the tabular list of proposals are more detailed than those in the legend of the proposal maps.

Whilst the proposals set out by this LCWIP aim to address most significant barriers to walking and cycling which currently exist in Abingdon, there are many locations where minor issues exist (for example missing dropped kerbs or tactile paving).

These are too numerous to map and list in full in this first version of the LCWIP, but targeted consideration will be given to these issues as and when opportunities arise

(for example when a larger scheme in the vicinity is being progressed, or when a relevant planning application comes forward).

Additional detail will be added to the proposals listed in *Appendix G: Programme of Walking and Cycling Infrastructure Improvements* as and when funding and staff resource for completing topographical and arboricultural surveys, and outline scheme design is identified.

Note that as and when the proposals in the LCWIP are funded and progressed, significant changes to the local transport network will be subject to further public consultation on a scheme-by-scheme basis.

The LCWIP was developed with the expectation that 20mph speed limits will be rolled out in Abingdon early in the lifetime of this LCWIP. [33] This expectation has shaped some of the proposals made in this LCWIP and consideration should be given to the revised speed limits in Abingdon when undertaking design work.

4.2 Prioritisation of proposals

The guidance from the DfT recommends that the infrastructure improvements proposed in an LCWIP should be prioritised into three categories: short term improvements (typically requiring less than three years to deliver), medium term improvements (typically requiring between three and five years to deliver), and long term improvements (typically requiring more than five years to deliver) [2].

For the Abingdon LCWIP, a fourth category has been added. This is direct delivery, which indicates that a particular improvement is to be delivered directly by a third party, such as a developer, and the timescale for delivery of the infrastructure is linked to the rate of build-out and/or occupations at the relevant development site.

The proposals listed in *Appendix G: Programme of Walking and Cycling Infrastructure Improvements* have been prioritised into these timescale categories. The table below provides a brief description of the criteria for each category:

Table 3 Criteria for categorisation of proposal timescales

	Approximate timescale	**Criteria**
Short term	Less than 3 years	Improvements which can be implemented quickly (relatively low cost, with few barriers to delivery) or which are already under development. Delivery within or close to this timescale is dependent on securing funding rapidly upon adoption of the LCWIP.
Medium term	3 to 5 years	Improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (which may mean that some of these

		improvements take longer than 5 years to deliver).
Long term	More than 5 years	More aspirational improvements, which will require significant funding and may not yet have a clearly defined solution. Most major primary route improvements fall into this category. These are generally the improvements which will have the greatest impact, but which are the most difficult and costly to implement.
Direct delivery	Varies	Improvements which have been secured through the planning process and are to be delivered by developers. Some improvements which are currently in one of the other categories may be secured for direct delivery as and when further developments come forward in the area.

It is anticipated that the proposals listed in *Appendix G: Programme of Walking and Cycling Infrastructure Improvements* will generally be implemented in this order: short term, then medium term, then long term improvements, with direct delivery improvements being implemented as and when the relevant triggers are met (as set out in the legal agreements which secure them).

With that being said, the crucial factor which will determine the order of delivery will be the availability and the source(s) of funding and resources to undertake feasibility studies, design work, and finally delivery.

It may be appropriate (depending on the funding source) to group a number of proposals together into a larger package of works (especially where these proposals apply to a continuous route or to routes which are directly connected to one another). The timescales set out in *Appendix G: Programme of Walking and Cycling Infrastructure Improvements* are therefore subject to change.

As well as using the timescales (as described above) for each proposal, the infrastructure improvements proposed in the Abingdon LCWIP can generally be prioritised (within each timescale category) using the proposal types described below as a preferred order of delivery (with number 1 being the highest priority):

1. Primary route network proposals
2. CWZ proposals
3. Town-wide proposals
4. “Quick win” proposals
5. Other proposals

This means that, for example, ‘primary route network improvement proposals’ with ‘short’ timescales (e.g., proposal reference ABP03-05) should generally be funded and implemented first, followed by ‘CWZ proposals’ with ‘short’ timescales and so

on. Using this approach, ‘other proposals’ with ‘long’ timescales would generally be funded and implemented last.

Note that this is a generalisation, and prioritisation of the proposals set out in the LCWIP will be adjusted dynamically in order to respond to funding opportunities.

There are a number of proposals (e.g., new river crossings and proposals requiring acquisition of land) which fall later in the proposed order of delivery as set out above (i.e., in the ‘long term’ timescale and the ‘other proposals’ category), but which are considered to have very high potential for positive impact on the walking and cycling network. Inclusion of these major proposals in these categories does not imply that these proposals are not important infrastructure improvements but recognises that there are significant challenges to be overcome in order to deliver them.

All of the proposals listed in *Appendix G: Programme of Walking and Cycling Infrastructure Improvements* are considered to be of significant value, and delivery of all proposals relevant to a forthcoming development site should be sought in line with the Community Infrastructure Levy (CIL) Regulations 2010 [43].

Consideration will be given to the use of a more sophisticated prioritisation approach in a future review of the Abingdon LCWIP. This will be of particular value for comparing the relative priority of long term primary route network improvements against one another.

Glossary of terms and abbreviations

AADT	Annual Average Daily Traffic
AoI	Area of Influence
AQMA	Air Quality Management Area
ATS	Active Travel Strategy
CWIS1	Cycling and Walking Investment Strategy
CWIS2	The second cycling and walking investment strategy
LAD	Local Authority District
LCWIP	Local Cycling and Walking Infrastructure Plan
LSOA	Lower Layer Super Output Area (UK census geography)
LTCP	Local Transport and Connectivity Plan
LTN1/20	Cycle Infrastructure Design (Local Transport Note 1/20)
MSOA	Middle Layer Super Output Area (UK census geography)
NCN5	National Cycle Network Route 5
ONS	Office for National Statistics
PCT	Propensity to Cycle Tool
SATN	Strategic Active Travel Network
SO	South Oxfordshire (local authority district)
SODC	South Oxfordshire District Council
SPD	Supplementary Planning Document
SVATN	Science Vale Active Travel Network
VoWH	Vale of White Horse (local authority district)
VoWHDC	Vale of White Horse District Council

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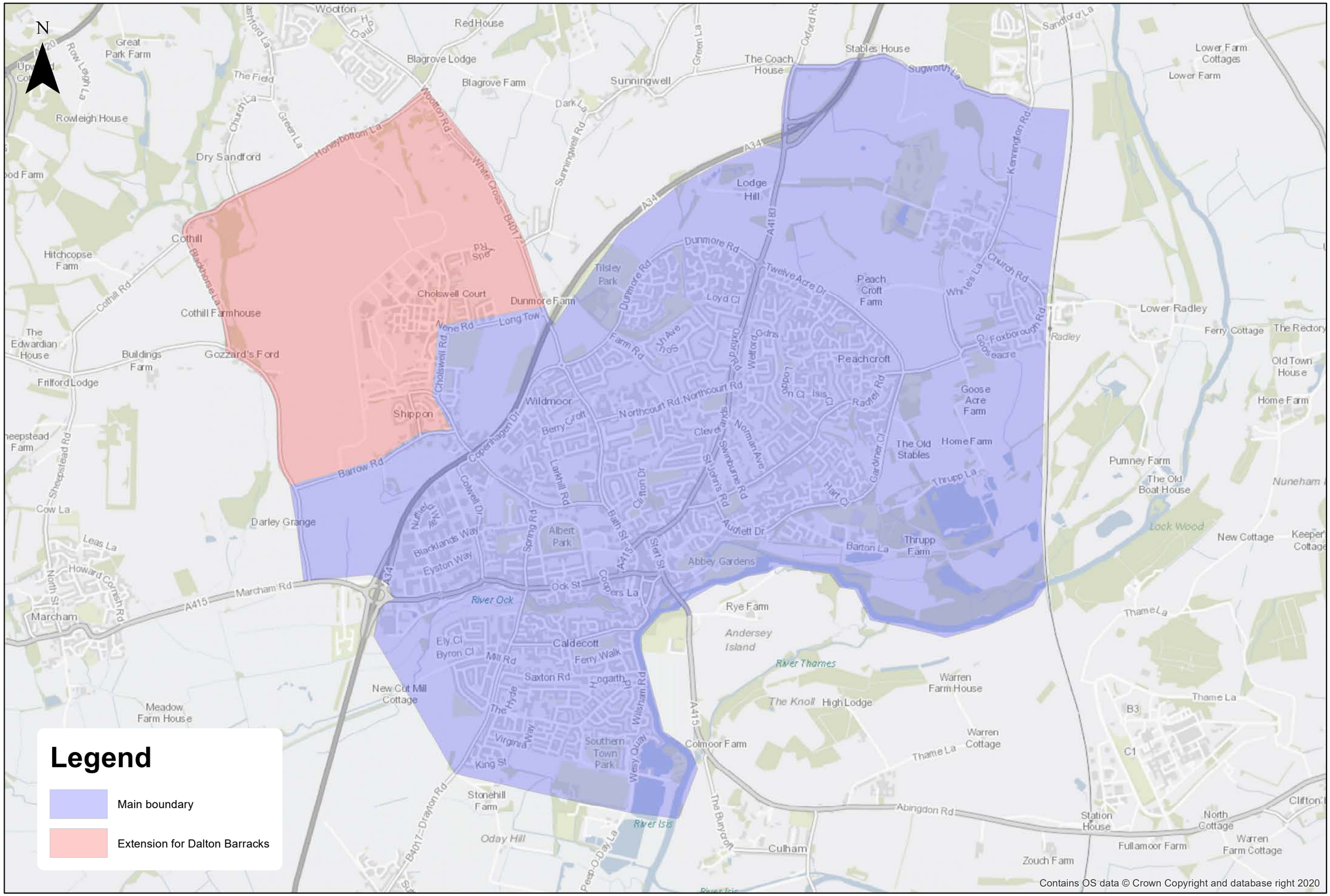
Abingdon LCWIP Appendix A: Geographical Scope Map

Abingdon LCWIP Geographical Scope



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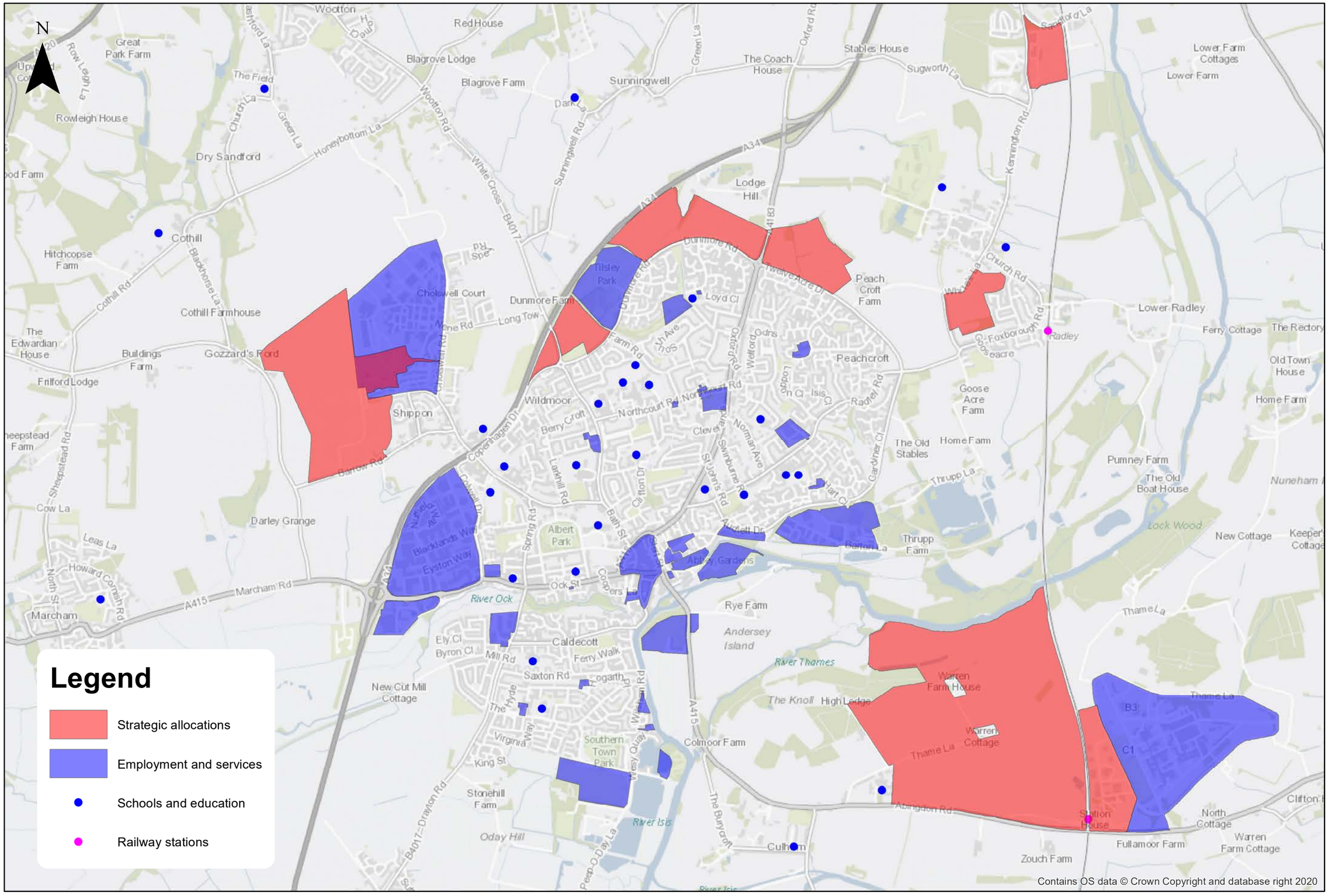
Abingdon LCWIP Appendix B:
Local Trip Generators Map

Abingdon LCWIP Local Trip Generators



0 0.5 1 2 3 4 Kilometers

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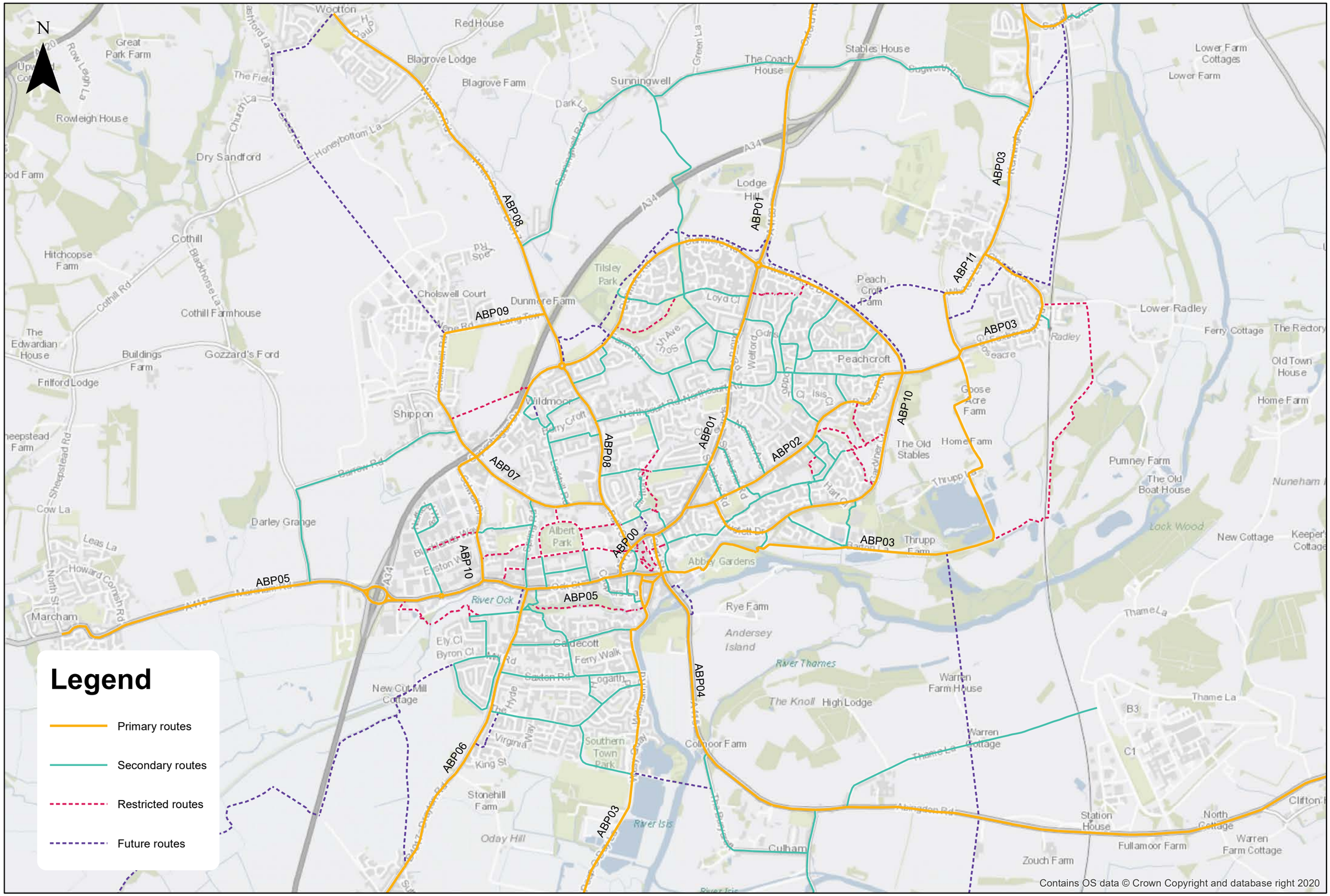
Abingdon LCWIP Appendix C:
Network Map

Abingdon LCWIP Network



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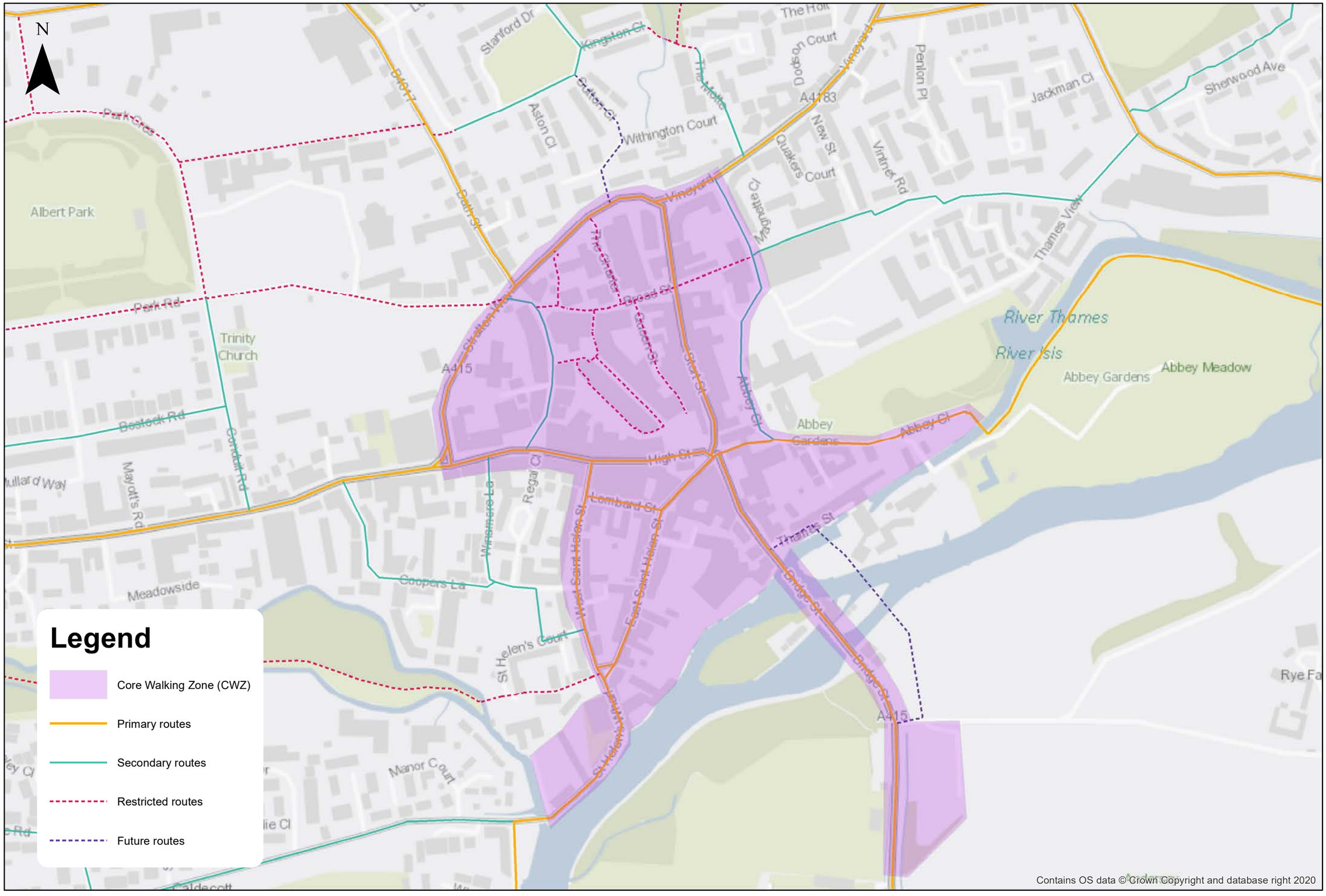
Abingdon LCWIP Appendix D:
Core Walking Zone Map

Abingdon LCWIP Core Walking Zone



0 0.05 0.1 0.2 0.3 0.4 0.5 Kilometers

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Abingdon LCWIP Appendix E: Primary Route Audit Log

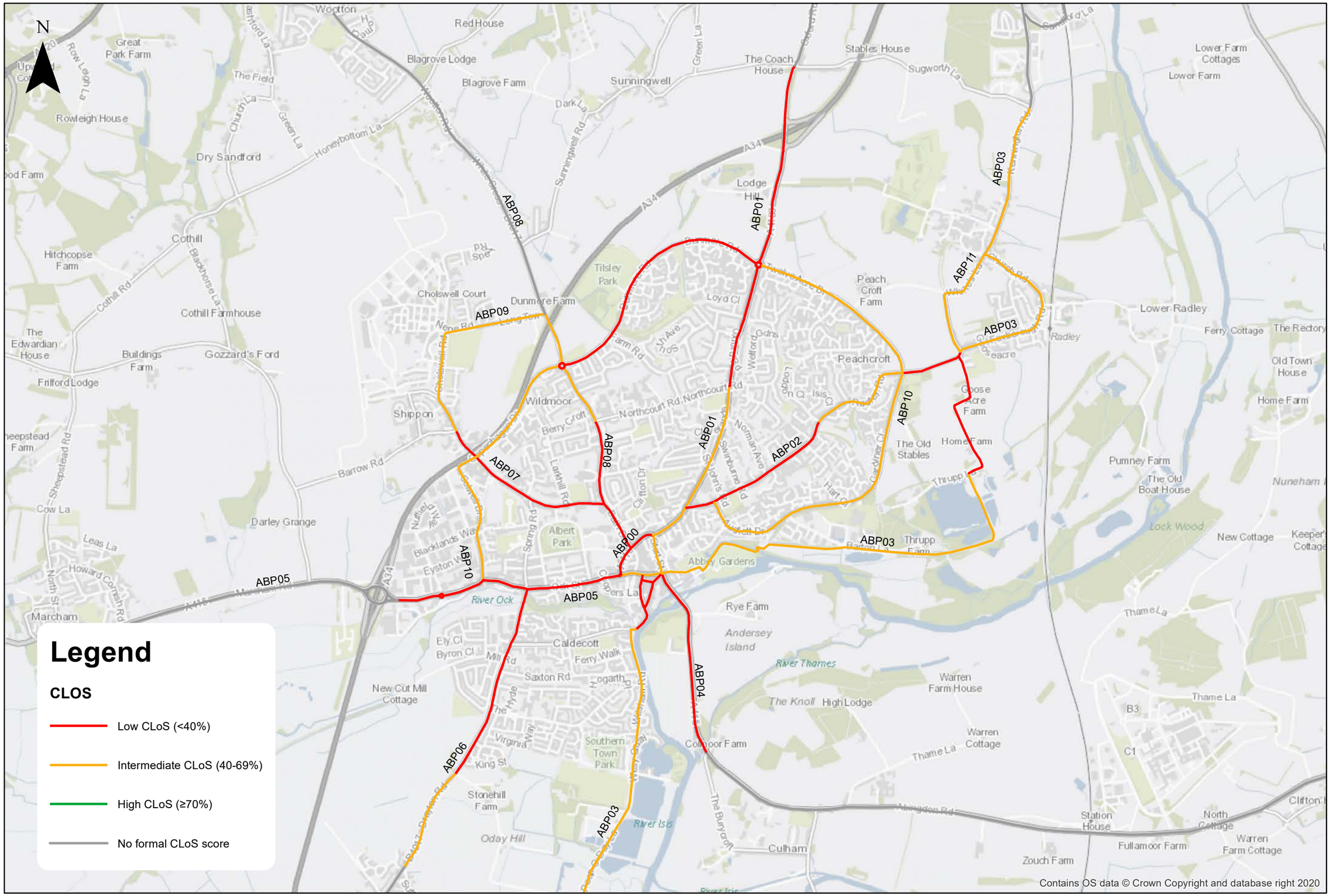
Abingdon LCWIP Primary Route Audit Log
Aug-22

Route ref	ALS ref	Section	Length [km]	85%le speed	AADT (year)	Starts	Ends	Audit date	Auditors	ALS Authors	CLoS critical fail[1]	CLoS score (/50)	CLoS score (%)
ABP00													
ABP00	IR	High Street and Ock Street	0.29	24.9mph	Estimate 9000 (2017)	Bridge Street	Stratton Way	18/05/2022	SL, HD, NM	OM, RT	15	21	42%
ABP00	IR	Stratton Way	0.41	Estimate >30mph	19000 (2016)	Ock Street	Stert Street	18/05/2022	SL, HD, NM	OM, RT	11, 12, 15	17	34%
ABP00	IR	Stert Street	1.00	22.4mph	8700 (2016)	Stratton Way	High Street	18/05/2022	SL, HD, NM	OM, RT	15	21	42%
ABP01													
ABP01	n/a	Oxford Road (a)	1.40	54.1mph	18900 (2019)	Sugworth Lane	Twelve Acre Drive	12/05/2022	SL	SA, RT	9, 10, 11, 12	15	30%
ABP01	Rad1	Oxford Road (b)	0.91	Estimate >30mph	Estimate 10600 (2019)	Twelve Acre Drive	Northcourt Road	12/05/2022	SL	SA, RT	11, 12	19	38%
ABP01	Rad1	Oxford Road (c)	0.93	Estimate >30mph	10600 (2019)	Northcourt Road	Vineyard	12/05/2022	SL	SA, RT	11, 12, 15	20	40%
ABP01	Rad1	Vineyard	0.31	26.1mph	15200 (2019)	Oxford Road	Stert Street	12/05/2022	SL	SA, RT	11, 12, 15	21	42%
ABP02													
ABP02	Rad2	Radley Road (a)	0.46	36.7mph	6000 (2019)	White's Lane	Audlett Drive	10/05/2022	SL	HM, RT	12	16	32%
ABP02	Rad2	Radley Road (b)	0.79	31.1mph	3600 (2019)	Audlett Drive	Kennet Road	10/05/2022	SL	HM, RT	12	21	42%
ABP02	Rad2	Radley Road (c)	0.79	31.8mph	3600 (2019)	Kennet Road	Vineyard	10/05/2022	SL	HM, RT	12	19	38%
ABP03													
ABP03	n/a	Kennington Road	1.13	43.8mph	2900 (2015)	Sugworth Ln	Church Road	10/05/2022	SL	AP, NN, SA, JW, RT	9, 10, 12	20	40%
ABP03	n/a	Church Road and Foxborough Road	1.32	32.5mph	2600 (2019)	Kennington Road	Thrupp Lane	10/05/2022	SL	AP, NN, SA, JW, RT	15	22	44%
ABP03	n/a	Thrupp Lane	1.03	31.8mph	330 (2012)	Foxborough Road	Radley Lakes BOAT	10/05/2022	SL	AP, NN, SA, JW, RT	n/a	19	38%
ABP03	Rad5	Radley Lakes	1.61	n/a	n/a	Thrupp Lane	Barton Fields	10/05/2022	SL	AP, NN, SA, JW, RT	n/a	**30**	**60%**
ABP03	Rad5	Barton Fields and Abbey Meadows	1.49	21.3mph	1000 (2008)	Barton Fields	Bridge Street	10/05/2022	SL	AP, NN, SA, JW, RT	n/a	26	52%
ABP03	Rad7	Market Place to Wilsham Road	0.60	24.4mph	3000 (2022)	Bridge Street	Wilsham Road	10/05/2022	SL	AP, NN, SA, JW, RT	12, 15	19	38%
ABP03	Rad7	Wilsham Road, N Quay and W Quay	1.08	30.5mph	2500 (2009)	Caldecott Road	Peep O Day Lane	10/05/2022	SL	AP, NN, SA, JW, RT	15	24	48%
ABP03	Rad7	Peep O Day Lane	1.72	n/a	n/a	Lambrick Way	Drayton Road	10/05/2022	SL	AP, NN, SA, JW, RT	n/a	29	58%
ABP04													
ABP04	Rad6	Bridge Street	0.37	33.5mph	10300 (2018)	High Street	Rye Farm Car Park	21/04/2022	SL, HD	SD, RT	11, 12, 15	17	34%
ABP04	Rad6	The Causeway	1.01	44.1mph	10300 (2018)	Rye Farm Car Park	The Burycroft	21/04/2022	SL, HD	SD, RT	9, 10, 11, 12	**13**	**26%**
ABP05													
ABP05	Rad9	Ock Street	0.69	24.9mph	14800 (2017)	Stratton Way	Drayton Road	01/06/2022	SL, JM	PN, RT	11, 15	18	36%
ABP05	Rad9	Marcham Road	0.99	36.0mph	24600 (2019)	Drayton Road	Marcham Interchange	01/06/2022	SL, JM	PN, RT	11, 12	16	32%
ABP06													
ABP06	Rad8	Drayton Road (a)	0.41	27.3mph	18500 (2018)	Ock Street	Caldecott Road	26/07/2022	SL	EdlH, RT	11, 12, 15	17	34%
ABP06	Rad8	Drayton Road (b)	0.51	26.1mph	Estimate 18500 (2018)	Caldecott Road	Preston Road	26/07/2022	SL	EdlH, RT	11, 12, 15	18	36%
ABP06	Rad8	Drayton Road (c)	0.52	Estimate >40mph	Estimate 11100 (2019)	Preston Road	Stonehill Lane	26/07/2022	SL	EdlH, RT	9, 10, 11	19	38%
ABP07	Rad9	Drayton Road (d)	0.78	45.9mph	11100 (2019)	Stonehill Lane	Sutton Wick Lane	26/07/2022	SL	EdlH, RT	9, 10, 11	22	44%
ABP07													
ABP07	Rad10	Faringdon Road (a)	0.53	30.5mph	Estimate 4500 (2018)	Bath St	Spring Road	14/06/2022	SL, EW, WP	ME, ME, RT	15	19	38%
ABP07	Rad10	Faringdon Road (b)	0.75	30.5mph	4500 (2018)	Spring Road	Barrow Road	14/06/2022	SL, EW, WP	ME, ME, RT	15	18	36%
ABP07	Rad10	Faringdon Road (c) and Cholswell Road	0.75	30.5mph	Estimate 4500 (2018)	Barrow Road	Long Tow	14/06/2022	SL, EW, WP	ME, ME, RT	12	22	44%
ABP08													
ABP08	Rad11	Bath Street	0.38	29.8mph	7000 (2019)	Stratton Way	Faringdon Road	17/05/2022	SL	AP, NN, SA, JW, RT	n/a	18	36%
ABP08	Rad11	Wootton Road (a)	0.60	29.8mph	6200 (2019)	Faringdon Road	Northcourt Road	17/05/2022	SL	AP, NN, SA, JW, RT	n/a	19	38%
ABP08	Rad11	Wootton Road (b)	0.47	29.8mph	Estimate 6200 (2019)	Northcourt Road	Dunmore Road	17/05/2022	SL	AP, NN, SA, JW, RT	n/a	24	48%
ABP08	Rad11	Wootton Road (c)	0.40	39.2mph	9100 (2019)	Dunmore Road	Long Tow	17/05/2022	SL	AP, NN, SA, JW, RT	9, 10	22	44%
ABP09													
ABP09	n/a	Long Tow	0.74	38.3mph	3200 (2018)	Cholswell Rd	Wootton Road	17/05/2022	SL	-	9, 10, 12	25	50%
ABP10													
ABP10	Rad4	Audlett Drive (a)	0.16	Estimate 30mph	Estimate 6300 (2022)	Radley Road	Thames View	14/06/2022	SL	CB, RT	15	20	40%
ABP10	Rad4	Audlett Drive (b)	2.04	38.5mph	6300 (2022)	Thames View	Twelve Acre Drive	14/06/2022	SL	CB, RT	9, 10	21	42%
ABP10	OR	Twelve Acre Drive	1.34	42.9mph	12500 (2008)	Radley Road	Oxford Road	14/06/2022	SL	NR, RT	9, 10, 11	20	40%
ABP10	OR	Dunmore Road	1.92	41.0mph	17200 (2008)	Oxford Road	Wootton Road	14/06/2022	SL	NR, RT	9, 10, 11	18	36%
ABP10	OR	Copenhagen Drive	1.10	44.9mph	14500 (2008)	Wootton Road	Colwell Drive	14/06/2022	SL	NR, RT	9, 10, 11	20	40%
ABP10	OR	Colwell Drive	0.86	Estimate >40mph	Estimate 14500 (2008)	Copenhagen Drive	Marcham Road	14/06/2022	SL	NR, RT	9, 10, 11	20	40%
ABP11													
ABP11	n/a	White's Lane	0.90	34.4mph	2800 (2019)	Church Rd	Radley Rd	12/05/2022	SL	-	12	20	40%

Footnotes	
1	Numbers refer to CLoS criteria reference numbers (refer to LTN1/20 for details)
2	CLoS score brackets are as follows: 'low' (red) <40%, 'intermediate' (amber) 40% - 69%, 'high' (green) 70% and over

Abingdon LCWIP Appendix F: Primary Routes Current Cycling Level of Service (CLoS) Map

Abingdon LCWIP Primary Routes Current Cycling Level of Service (CLoS)



0 0.5 1 2 3 4 Kilometers

OXFORDSHIRE COUNTY COUNCIL

Abingdon LCWIP Appendix G: Programme of Walking and Cycling Infrastructure Improvements

Abingdon LCWIP Programme of Walking and Cycling Infrastructure Improvements
Jan-23

Proposal reference	Route/zone references	Modes[1]	Proposal name	Proposal description	Timescale[2]	Cost estimate (outline design)	Funding sources (outline design)	Design secured	Cost estimate (delivery)	Funding sources (delivery)	Delivery secured	Mapped[3]
Primary route network proposals												
ABP00-01	ABP00, ABP03, ABP04	Both	Market Place junction improvements	Eliminate the NCN5 'missing link' where cycle users must dismount (northbound only from Lombard Street to Bridge Street) and improve crossing facilities for cycling and walking on all arms of the junction. An outline design has been produced by Sustrans in partnership with Oxfordshire County Council. We will now seek to progress to detailed design and to secure delivery of this scheme.	medium	£50k-£100k	Sustrans LCWIP3	N	£500k-£1m	None	N	Y
ABP00-02	ABP00	Both	Stert St active travel and public realm improvements	Provide zebra and parallel crossings (see proposal ABP00-05) on Stert Street at links to adjoining walking and cycling routes and widen footways where possible.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP00-03	ABP00	Walking	High St active travel and public realm improvements	Provide widened footways and associated public realm improvements on High Street and Ock Street to the junction with Stratton Way.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP00-04	ABP00	Walking	High Street zebra crossing	Provide a new zebra crossing on High Street, west of the Market Place.	long	Included in proposal ABP00-03 estimate	None	N	£50k-£100k	None	N	Y
ABP00-05	ABP00	Both	Stert St parallel crossing from Broad Street to Old Station Yard	Provide a new parallel crossing on Stert Street from Broad Street to Old Station Yard.	long	Included in proposal ABP00-02 estimate	None	N	£100k-£250k	None	N	Y
ABP00-06	ABP00	Both	Stratton Way parallel or toucan crossing	Provide a parallel or toucan crossing at the site of the existing signalised crossing on Stratton Way at Bath Street.	medium	≤£50k	None	N	Design dependent	None	N	Y
ABP00-07	ABP00, ABP08	Both	Stratton Way and Bath Street junction improvements	Redesign the junction of Stratton Way and Bath Street to prioritise safe crossing movements for cycling and walking. Crossing Bath Street to the north of Stratton Way is very difficult at present.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP00-08	ABP00	Cycling	Stratton Way cycle tracks	Provide segregated cycle tracks in both directions on Stratton Way.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP01-01	ABP01	Cycling	Vineyard advisory cycle lanes	Remove the centreline and provide wide advisory cycle lanes (1.5m minimum at constraints and 2m where width is adequate).	medium	≤£50k	None	N	£50k-£100k	None	N	Y
ABP01-02	ABP01	Cycling	Oxford Road segregated cycle route	Provide a segregated cycle route, using a mixture of service roads and segregated cycle tracks between Vineyard and Peachcroft roundabout. Side road entry treatments should provide priority for people walking and cycling along Oxford Road. The design should consider complementary improvements for walking.	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP01-03	ABP01	Both	St John's Road to Boxhill Road connection	Provide an improved cycling and walking connection (parallel crossing preferred) over Oxford Road, to link the cycling and walking routes along St John's Road and Boxhill Road and create an accessible east-west route from Radley Road to Wootton Road. Comprehensive improvements to this route should be investigated in the event that funding for feasibility and design of proposal ABP01-03 is found.	long	£50k-£100k	None	N	Design dependent	none	N	Y
ABP01-04	ABP01	Both	Oxford Road, Northcourt Road and Appleford Drive junction improvements	Redesign the junction of Oxford Road, Northcourt Road and Appleford Drive to prioritise safe movements for cycling and walking through the junction. Consideration should be given to the potential impact on Northcourt Lane and measures should be taken to avoid this route becoming an attractive through-route for motor vehicles.	long	£50k-£100k	None	N	Design dependent	None	N	Y

ABP01-05	ABP01, ABP10	Both	Peachcroft roundabout parallel or toucan crossings	Provide parallel or toucan crossings for walking and cycling across all arms of Peachcroft roundabout (junction of Oxford Road, Twelve Acre Drive and Dunmore Road). Note that a toucan crossing over the northern arm is to be delivered by the developer of the North Abingdon strategic site. The type and design of the crossings on the other arms should be determined with consideration for the traffic flows and speeds on each arm. These will be affected by the upcoming speed limit changes in Abingdon, as well as by the occupation of the housing at the North Abingdon site, and by the implementation of the A34 Lodge Hill Interchange south-facing slip roads scheme.	medium	£50k-£100k	None	N	Design dependent	None	N	Y
ABP01-06	ABP01	Both	Oxford Road toucan crossing north of ring road	Provide a toucan crossing across Oxford Road between the Central Parcel and the Eastern Parcel of the North Abingdon site. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP01-07	ABP01	Both	Oxford Road active travel improvements (ring road to Lodge Hill)	Provide a 3m shared use path on the west side of Oxford Road to the north of the proposed Oxford Road toucan crossing (ABP01-06) to link up with existing shared use path to Lodge Hill Garage. Provide a 3m shared use path on east side of Oxford Road to the south of the same toucan crossing until Oxford Road roundabout. Provide dropped kerbs to the north and south to allow cyclists to join and leave these shared use paths. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP01-08	ABP01	Both	Lodge Hill interchange walking and cycling improvements	Walking and cycling improvements through A34 Lodge Hill Interchange to be delivered as part of the strategic scheme to provide south-facing slip roads.	long	n/a		n/a	n/a		n/a	Y
ABP01-09	ABP01, ABP02	Walking	Vineyard mini roundabout zebra crossings	Provide zebra crossings on each arm of the junction of Oxford Road, Vineyard and Radley Road.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP01-10	ABP01	Walking	Controlled crossing on Oxford Road to provide safe access between Northcourt Lane and Norman Avenue	Provide a controlled crossing to facilitate safe crossing of Oxford Road between Northcourt Lane and Norman Avenue, to cater for school travel. Complementary reduction of junction radii at Northcourt Lane and Norman Avenue may be required (other traffic reduction or calming measures may also be appropriate).	long	≤£50k	None	N	Design dependent	None	N	Y
ABP02-01	ABP02, ABP11	Both	Radley Road and Whites Lane shared use route	Extension and widening (to 3.5m) of footpath adjacent to Radley Road (Radley 326/8/10); provision of new crossing facilities to NW Radley site (uncontrolled) and to Foxborough Road (parallel). This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP02-02	ABP02	Both	Radley Road shared use path widening	Widen shared use path to 3m using private land to the north of the highway between Twelve Acre Drive and the Cinder Track. This will require a retaining wall or groundworks to account for the level difference between the field and the highway. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y

ABP02-03	ABP02	Both	Radley Road roundabout improvements	Provide a widened refuge island (on Twelve Acre Drive), new cycle off-slip for cycling towards Radley on path 326/8/10 and visibility improvements. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP02-04	ABP02	Cycling	Radley Road segregated cycle track(s)	Investigate the feasibility of providing off-carriageway cycling facilities along Radley Road between Twelve Acre Drive and Kennet Road. The verge along this section is wide and it may be possible to reallocate some of this width. See proposal ABP02-05 as an alternative/additional measure.	long	£50k-£100k	None	N	Design dependent	None	N	N
ABP02-05	ABP02	Cycling	Radley Road advisory cycle lanes	Remove the centreline and provide wide advisory cycle lanes (1.5 minimum at constraints and 2m where width is adequate) supported by waiting restrictions along the full length of the route. See proposal ABP02-04 as an alternative/additional measure.	medium	£50k-£100k	None	N	£50k-£100k	None	N	Y
ABP03-01	ABP03	Both	East of Kennington Road cycle route	Provide a 3m shared use path on eastern side of Kennington road until footpath (Radley) 326/3/10 which is being surfaced for shared use by the developer of the South Kennington strategic site. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP03-02	ABP03	Both	NCN5 (to Radley Lakes) surface improvements	Resurface NCN5 between Barton Fields and Thrupp Lane to provide a smooth surface suitable for utility and commuting trips by walking and cycling in all seasons.	medium	≤£50k	None	N	Design dependent	None	N	Y
ABP03-03	ABP03	Both	Abbey Stream bridge replacement	Provide a new bridge suitable for cycling and walking between Abbey Meadows and Barton Fields. The bridge deck should be a minimum of 4m wide for shared use, should have an appropriate parapet height to permit cycling, and should have inclusive gradients for access in both directions.	short	≤£50k	VoWH CIL	TBC	Design dependent	VoWH CIL	TBC	Y
ABP03-04	ABP03	Cycling	East St Helen Street cycle contraflow	Redesign to permit contraflow cycling on East St Helen Street. An outline design has been produced by Sustrans in partnership with Oxfordshire County Council. We will now seek to progress to detailed design and to secure delivery of this scheme.	medium	Included in proposal ABP00-01 estimate	Sustrans LCWIP3	Y	Included in proposal ABP00-01 estimate	None	N	Y
ABP03-05	ABP03	Cycling	West St Helen Street cycle contraflow	Provide a southbound contraflow cycling facility with light segregation from St Helen's Court to the southbound arm of East St Helen Street (to provide a cycling link to/from Ock Street via Winsmore Lane and/or Coopers Lane).	short	≤£50k	None	N	Design dependent	None	N	Y
ABP03-06	ABP03	Cycling	Wilsham Road segregated cycle track	Provide a two-way segregated waterfront cycle track and footway widening between Caldecott Road and Preston Road. Implementation may require a one-way (northbound) arrangement for vehicular traffic between Preston Rd and Caldecott Rd and supporting waiting restrictions. Modification of the barrier at North Quay should be prioritised to complement this.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP03-07	ABP03	Both	Thrupp Lane off-carriageway shared use path	Investigate options for providing an off-carriageway walking and cycling route between Radley and the Radley Lakes area, as an alternative to the carriageway along Thrupp Lane.	medium	≤£50k	None	N	Design dependent	None	N	Y

ABP04-01	ABP04	Both	Abingdon Bridge active travel improvements	Provide widened footways and consider providing advisory cycle lanes to help cyclists bypass queueing traffic. Adequate provision of footway width may require retaining the recent temporary shuttle working arrangement, which could be implemented on a temporary or experimental basis in the first instance (thereby permitting a shorter timescale).	medium	£50k-£100k	None	N	Design dependent	None	N	Y
ABP04-02	ABP04	Both	Off-carriageway cycling route(s)between Abingdon and Culham and onwards to Berinsfield	Investigate options for providing an off-carriageway cycle route adjacent to the A415 between Abingdon and Culham (and Berinsfield) including, but not limited to widening of the Causeway to provide a shared use walking and cycling route. Design of the route along the A415 should include provision for safe crossing of side roads and accesses, whilst retaining priority for the walking and cycling route over these side roads (including Rye Farm car park access, Thame Lane and the Europa School access).	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP04-03	ABP04	Both	Parallel crossing on the A415 immediately south of Abingdon Bridge	Provide a parallel crossing for walking and cycling across the A415 immediately south of Abingdon Bridge (near the access to Rye Farm car park). This will help to provide access to and from the Causeway for walking and cycling, and will provide additional benefits for walking along the Thames Path, which crosses the A415 here. It will also aid pedestrians seeking to access the east side footway on the bridge (as the west side footway does not continue for the full span of the bridge).	long	≤£50k	None	N	Design dependent	None	N	Y
ABP04-04	ABP04	Both	Redesign of the junction of A415 and Tollgate Road to priorisise safe walking and cycling movements	Provide toucan crossings for walking and cycling across both the A415 and Tollgate Road, and redesign the junction layout to facilitate the widening of the walking and cycling route on the north side of the A415.	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP05-01	ABP05	Both	Ock St active travel improvements	Provide segregated cycle tracks in both directions along Ock Street, between Stratton Way and Drayton Rd, along with complementary walking improvements. Feasibility and preliminary design work for this scheme has been funded through the DfT's Active Travel Fund Tranche 3. Consideration should be given to provision of additional cycle parking near trip generators (e.g. takeaways).	medium	£100k-£250k	ATT3	Y	Design dependent	None	N	Y
ABP05-02	ABP05, ABP06	Both	Drayton Road double mini roundabout junction improvements	Redesign the junction of Drayton Road, Ock Street and Marcham Road to prioritise safe movements for cycling and walking. Improvements to walking and cycling conditions at this junction are essential to support the proposed improvements along Ock Street.	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP05-03	ABP05	Both	Marcham Road and Colwell Drive controlled crossings	Provide controlled crossings for walking and cycling (parallel or toucan crossings) across all arms of the roundabout where Colwell Drive meets Marcham Road.	medium	£50k-£100k	None	N	Design dependent	None	N	Y
ABP05-04	ABP05	Both	Shared use route improvements (widening and crossings) through Marcham Interchange and onwards to Marcham	Consider options for improvements (widening and crossings) to the existing (~1.7m shared use) facility along the A415 and alternative alignments. Work with National Highways to improve walking and cycling conditions through Marcham Interchange.	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP05-05	ABP05	Both	Marcham Road segregated cycle route from Ock Street to Marcham Interchange	Consider options for providing a segregated cycle route along Marcham Road including improved access for both walking and cycling through the major roundabouts along this section.	long	£100k-£250k	None	N	Design dependent	None	N	Y

ABP05-06	ABP05	Both	Fairacres roundabout redesign to facilitate provision of controlled crossings	Provide controlled crossings for walking and cycling across all arms (with the priority being crossings over the north and south arms) of the Fairacres roundabout. This is likely to require a wider review of the roundabout layout.	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP06-01	ABP06	Both	Drayton Road active travel improvements	Provide a segregated cycle route, using a mixture of service roads and segregated cycle tracks between Preston Road and Ock Street. Side road entry treatments should provide priority for people walking and cycling along Drayton Road. The design should consider complementary improvements for walking. Width is highly constrained along this route and alternative alignments may need to be considered. Departures from LTN1/20 standards or alternative routing may be required through the width-constrained section between Mill Road and Ock Street.	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP06-02	ABP06	Both	New walking and cycling river crossing (bridge) over the Ock	Use Vale of White Horse District Council and Abingdon Town Council land west of existing B4017 bridge to provide a new walking and cycling river crossing (bridge) over the Ock to link with suitable crossing facilities at the Drayton Road, Marcham Road and Ock Street junction (double-mini roundabouts). Options for accessing this bridge from the south (including joining from the carriageway and from a quiet route via Ladygrove Meadow) should be considered carefully.	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP06-03	ABP06	Both	B4017 (Drayton Road and Abingdon Road) shared use route improvements (widening and priority through junctions) to Drayton	Consider improvements to the existing (narrow shared use) facility along the B4017 (Drayton Road and Abingdon Road) from Preston Road to Sutton Wick Lane. Widening may require realigning the carriageway to the west through some sections.	long	£100k-£250k		N	Design dependent		N	Y
ABP06-04	ABP06	Both	Controlled crossing at the south end of the shared use path between Drayton and Abingdon	Provide a controlled crossing for walking and cycling across the B4017 at the northern extent of Drayton village, to provide safe access to the shared use path on the east side at peak times	long	≤£50k	None	N	Design dependent	None	N	Y
ABP07-01	ABP07	Cycling	Faringdon Road and Cholswell Road cycle route	Investigate the feasibility of providing off-carriageway cycling facilities along width-constrained route bus route. Provide wide advisory cycle lanes (1.5-2m) where physical segregation is not possible. Provide side road entry treatments along the full length of the route and improve connections to other cycle routes (especially to Copenhagen Drive via the ramp described in proposal ABP07-02).	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP07-02	ABP07, ABP10	Both	Ramp legthening and accessibility improvements between Faringdon Road and Copenhagen Drive	Minimise the gradient of the ramp and widen the surface to facilitate cycling and accessibility for all users.The design should include measures to aid safe and convenient access to and from the ramp for all walking and cycling movements, with reference to the proposals for the walking and cycling routes on Faringdon Road (ABP07-01) and Copenhagen Drive (ABP10-01 and ABP10-02).	long	≤£50k	None	N	Design dependent	None	N	Y
ABP07-03	ABP07, ABP08	Both	Link from Faringdon Road to Bath Street service road	Provide a link for walking and cycling between Faringdon Road (at its junction with Wootton Road) and the Bath Street service road, to facilitate movements between Faringdon Road and Boxhill Walk	long	≤£50k	None	N	Design dependent	None	N	Y
ABP08-01	ABP08	Cycling	Wootton cycle route	Consider options for providing an off-carriageway cycle route to Wootton including a route through the proposed development site at Dalton Barracks and onwards via Public Rights of Way connections, as well as an off-carriageway facility along the B4017.	long	£100k-£250k	None	N	Design dependent	None	N	Y

ABP08-02	ABP08	Both	Wootton Road existing shared use path improvements	Widen the shared use paths along Wootton Road (from Trendell Place to Long Tow on the west side and from Northcourt Road to the Wootton Road roundabout on the east side) to >3m where space is available and provide side road entry treatments to give walking and cycling priority through junctions along the full length of the route. Consider similar widening for the new shared use path between Boxhill Walk and Northcourt Road (proposal ABP08-03).	long	£50k-£100k	None	N	Design dependent	None	N	Y
ABP08-03	ABP08	Both	Wootton Road new shared use path	Provide a 3m shared use path on the eastern side of Wootton Road from Northcourt Road to Boxhill Walk, to link up with the Bath Street service road. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP08-04	ABP08	Cycling	Bath Street and Wootton Road on-carriageway cycling improvements	Provide an inbound advisory cycle lane to help cyclists bypass queueing traffic on Bath Street and an adequate hatched buffer space (0.5m minimum) from the car door zone adjacent to parking bays. Widen existing outbound advisory cycle lane to 1.5m minimum to link with proposals for Faringdon Road (proposal ABP07-01). Remove existing narrow advisory cycle lane on Wootton Road between Faringdon Road and Boxhill Walk and provide central cycle symbols in both directions to encourage cyclists to take a primary position in the lane. Remove the centreline and widen the existing advisory cycle lanes between Boxhill Walk and Trendell Place (west side) and Northcourt Road (east side) to 1.5m minimum.	medium	≤£50k	None	N	£50k-£100k	None	N	Y
ABP08-05	ABP08	Both	Bath Street service road ramp	Provide an accessible cycling and walking connection (ramp) from the service road back down to carriageway level at Bath Street.	medium	≤£50k	None	N	Design dependent	None	N	Y
ABP08-06	ABP08	Walking	Bath Street zebra crossing	Provide a new zebra crossing at the proposed ramp (proposal ABP08-05) to the Bath Street service road to provide a connection to Roysse's Lane and complementary footway widening to the north and south of the crossing (may require removal of on-street parking bays).	long	≤£50k	None	N	Design dependent	None	N	
ABP08-07	ABP08	Both	Wootton Road connection to North West Abingdon site	Provide a 3m shared use path on the eastern side of Wootton Road from the North West Abingdon site to the Wootton Road roundabout and a new uncontrolled crossing with a refuge island suitable for cycling across the B4017 Wootton Road to join the existing shared use path on the western side. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	N
ABP08-08	ABP08, ABP10	Both	Wootton Road roundabout parallel crossings	Provide parallel crossings on all four arms of the Wootton Road roundabout to prioritise active travel through this junction. Planned speed limit changes in Abingdon should make this approach viable, but it may be appropriate to consider toucan crossings as an alternative option.	medium	£50k-£100k	None	N	Design dependent	None	N	Y

ABP09-01	ABP09	Both	Long Tow cycle track(s) and footway widening	Provide segregated cycling facilities for the full length of Long Tow to link appropriately with existing infrastructure on Wootton Road. A continuous route in both directions, with convenient access to the southbound route along Wootton Road and into the Dalton Barracks site is preferred. Provision of adequate crossings to access these facilities at either end should be provided. Complementary footway improvements on both sides of the carriageway should be provided. Avoidance of conflict with public transport users at the bus stops should be considered. Delivery of these comprehensive improvements may require acquisition of land.	long	≤£50k	None	N	Design dependent	None	N	Y
ABP10-01	ABP10	Both	Ring road side road entry treatments	Provide reduced corner radii, raised table crossings and priority for walking and cycling across all side roads on Audlett Drive, Twelve Acre Drive, Dunmore Road, Copenhagen Drive and Colwell Drive. Audlett Drive is the priority as it forms part of a strategic cycle route to Radley railway station and onwards to Oxford and therefore carries higher walking and cycling flows than the rest of the ring road route.	medium	£100k-£250k	None	N	Design dependent	None	N	Y
ABP10-02	ABP10	Both	Widening of ring road walking and cycling route and physical segregation of cycling from walking	Widen the ring road walking and cycling route and physically segregate walking and cycling where highway space is available.	long	£100k-£250k	None	N	Design dependent	None	N	Y
ABP10-03	ABP10	Cycling	Audlett Drive advisory cycle lanes	Provide wide advisory cycle lanes (1.5 minimum) with no centreline on Audlett Drive, between the existing toucan crossing and Radley Road. Offset the toucan crossing zig-zags to provide continuity to the dropped kerbs.	medium	≤£50k	None	N	Design dependent	None	N	Y
ABP10-04	ABP10	Both	North Abingdon site to Radley railway station shared use link	Provide a 3m shared use path on the north side of Twelve Acre Drive, linking North Abingdon development to Radley railway station. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP10-05	ABP10	Both	North Abingdon site to Tilsley Park shared use link	Provide 3m shared use path from Tilsley Park access road to western boundary of North Abingdon strategic site. The path will continue through the site and join up with the provision towards Radley from the eastern boundary of the site. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP10-06	ABP10	Both	North West Abingdon site to Tilsley Park shared use link	Provide a 3m shared use path from Tilsley Park access road to eastern boundary of North West Abingdon strategic site including provision of a new walking and cycling bridge over the River Stert. The path will continue through the site. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP10-07	ABP10	Both	Carse Close link toucan crossing	Provide toucan crossing across Twelve Acre Drive at new shared use link to Carse Close. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y

ABP10-08	ABP10	Both	Dunmore Road toucan crossing at North West Abingdon site access	Provide a toucan crossing across Dunmore Road at the seconday site access to the North West Abingdon site (near Parsons Mead). This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP10-09	ABP10	Both	Dunmore Road pegasus crossing at Pen Lane bridleway	Provide a pegasus crossing across Dunmore Road at bridleway (Abingdon 100/8/10). This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP10-10	ABP10	Both	Dunmore Road toucan crossing at North Abingdon site access	Provide a toucan crossing across Dunmore Road at access to the North Abingdon site (between Oxford Road and Pen Lane). This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
ABP10-11	ABP10	Both	Twelve Acre Drive controlled crossing at Peachcroft Farm access	Provide a controlled crossing (toucan or parallel) across Twelve Acre Drive at the access to Peachcroft Farm.	long	≤£50k	None	N	Design dependent	None	N	Y
Core Walking Zone proposals[5]												
CWZ-01	CWZ	Both	(Lower) Bath Street pedestrianisation	Prohibition of motor vehicles on (lower) Bath Street from Ock Street to Stratton Way (with some limited motor vehicle access retained as required) and creation of a space with clear priority for walking and cycling.	medium	£50k-£100k	None	N	Design dependent	None	N	Y
CWZ-02	CWZ	Both	Broad street segregated walking and cycling route	Provide a segregated cycle track and improved walking space on Broad Street, linking crossings over Stratton Way and Stert St to onward routes. Relocate street furniture including cycle parking (which is currently placed such that only one side of each Sheffield stand is easily accessible), public art, street lighting and bollards from the centre of the narrow section to maximise the available width.	medium	£50k-£100k	None	N	Design dependent	None	N	Y
CWZ-03	CWZ	Cycling	Market Place cycle parking	Provide cycle parking in Abingdon Market Place to make active travel into the Core Walking Zone easier.	short	n/a	ATC CIL	N	≤£50k	ATC CIL	N	Y
CWZ-04	CWZ	Walking	Stratton Way underpass parabolic mirrors	Provide parabolic mirrors at both ends of the Stratton Way pedestrian underpass to increase visibility and social security. In the long term, the underpass may be eliminated through ambitious redesign of Stratton Way and the Stratton Way and Bath Street junction in order to create space for walking, cycling and public transport infrastructure.	short	n/a	None	N	≤£50k	None	N	N
CWZ-05	CWZ	Cycling	Consider permissions for cycling in the shopping precinct (Market Place and Bury Street) and provide cycle parking at regular intervals within the precinct.	Permit cycling in the shopping precinct to protect access for those who cannot easily dismount and would eliminate the need to dismount unnecessarily at quiet times. LTN1/20 recommends that cycling in Vehicle Restricted Areas should be permitted unless there is a clear safety issue resulting from cycle access. Research at TRL found that most cyclists will dismount when pedestrian numbers are high.[4] Cycle parking (including some relocated from Broad Street should be provided at regular intervals).	short	n/a	None	N	≤£50k	None	N	Y
Town-wide proposals												
TW-20MPH	n/a	Both	Town-wide speed limit reductions	Implement lower speed limits across Abingdon. 20mph is to be the new standard within the town, with a few exceptions - including the ring road - which are to be 30mph.	short	n/a	OCC	Y	n/a	OCC	Y	N

TW-BR	n/a	Both	Town-wide barrier removal/modification	Removal or modification of access control barriers across Abingdon as per LTN1/20 and Inclusive Mobility guidance. See Abingdon LCWIP Barriers map for locations (including the locations of some privately owned barriers which are not in scope). When arranging barrier removal/modification, the *Abingdon Cycling and Walking Network Plan* community document should be reviewed for images and notes on related accessibility issues (e.g. no/poorly aligned dropped kerb) at each barrier location to ensure appropriate remedial measures are taken.	short	n/a	None	N	≤£50k	None	N	Y
TW-CP	n/a	Cycling	Town-wide cycle parking review	Review cycle parking provision across the town for opportunities to increase the quantity and quality of cycle parking. Cycle parking at specific strategic locations is recommended below, but other opportunities should also be explored. Cycle parking at bus stops (especially for strategic routes between towns and major employment sites) should be reviewed for gaps in provision.	medium	n/a	None	N	£50k-£100k	None	N	N
TW-W	n/a	Both	Town-wide walking and cycling wayfinding	Provide wayfinding for walking and cycling routes including signage along routes which offer quieter or traffic-free alternative routes to main roads, as well as main roads where adequate walking and cycling infrastructure is provided and active travel mapping resources to make local people aware of the availability of these routes.	medium	n/a	None	N	£50k-£100k	None	N	N
TW-SS	n/a	Both	Implement school streets across Abingdon	Implement further school streets around Abingdon, where school staff and parents are supportive, and where the location of the school is appropriate for a school streets approach. Caldecott school has already expressed interest and should be considered when identifying the next school street location for Abingdon. Other locations and details of scheme proposals have yet to be determined.	medium	TBC	None	N	TBC	None	N	N
"Quick win" proposals												
QW-01	ABP00	Cycling	Stratton Way north side shared use permissions	Formalise shared use of the north side footway along Stratton Way between Bath Street and Vineyard as an interim measure before delivery of segregated cycle tracks.	short	n/a	None	N	≤£50k	None	N	N
QW-02	ABP01	Cycling	Oxford Road shared use permissions	Formalise shared use of the west side footway on Oxford Road from Long Furlong path to Peachcroft Roundabout as an interim measure before delivery of segregated cycle tracks.	short	n/a	None	N	≤£50k	None	N	N
QW-03	n/a	Cycling	Clifton Drive to Boxhill Walk to Harcourt Way shared use permissions	Formalise shared use of the path from Clifton Drive to Boxhill Walk to Harcourt Way and widen the path.	short	n/a	None	N	≤£50k	None	N	Y
QW-04	n/a	Cycling	Tithe Farm to Tesco shared use permissions	Formalise shared use of the existing footpath over the river Ock to the Tesco supermarket site and widen the path.	short	n/a	None	N	≤£50k	None	N	Y
QW-05	n/a	Cycling	Summerfields path shared use permissions	Formalise shared use of the Summerfields path and widen the path.	short	n/a	None	N	≤£50k	None	N	Y
QW-06	n/a	Both	Bridge widening/replacement over Radley Brook at Summerfields path	Provide a wider bridge suitable for walking and cycling. The gap between the parapets on the existing bridge is approximately 1.05m wide. LTN1/20 recommends a minimum width of 4m for shared use bridges, but given the limited widths of the paths on either side and the short span, a narrower structure may be acceptable.	short	n/a	None	N	≤£50k	None	N	Y
QW-07	n/a	Both	Daisy Bank path access & surface improvements	Access point improvements (adjustment of barriers, dropped kerbs and signage) along Daisy Bank path as well as surface improvements along the full length and widening where space is available.	short	n/a	None	N	≤£50k	None	N	Y

QW-08	n/a	Both	Audlett Drive car park active travel route width protection (wheel stops)	Provide physical buffers (wheel stops) in the parking spaces in Audlett Drive car park, which are adjacent to the cycling and walking route (which runs between Thames View and Abbey Close) to prevent overhanging vehicles from limiting the effective width of the path.	short	n/a	None	N	≤£50k	None	N	Y
QW-09	n/a	Both	Twelve Acre Drive to Carse Close shared use link	Provide a 3m shared use path from Carse Close to Twelve Acre Drive. Avoid unnecessary use of access barriers. This infrastructure was secured prior to the development of the Abingdon LCWIP and is to be delivered by a local developer as a condition of their planning permission.	direct	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
QW-10	n/a	Cycling	Radley Station covered cycle parking	Provide additional cycle parking at Radley station. The provision should consist of covered Sheffield stands. OCC is currently engaged in discussions with Great Western Railway to arrange the delivery of this cycle parking.	short	n/a	S106/S278	Y	n/a	S106/S278	Y	Y
QW-11	n/a	Cycling	Rye Farm car park covered cycle parking	Provide cycle parking at Rye Farm car park. The provision should consist of covered Sheffield stands.	short	n/a	None	N	≤£50k	None	N	Y
QW-12	n/a	Cycling	Boxhill Road to Boxhill Walk shared use permissions	Formalise shared use and remove cyclists dismount signage at the bridge between Boxhill Road and Boxhill Walk.	short	n/a	None	N	≤£50k	None	N	Y
QW-13	n/a	Cycling	White Horse Leisure Centre covered cycle parking	Provide additional cycle parking at White Horse Leisure Centre. The provision should consist of covered Sheffield stands.	short	n/a	None	N	≤£50k	None	N	Y
QW-14	n/a	Cycling	Peachcroft Roundabout bus stop cycle parking	Provide additional cycle parking at the Peachcroft Roundabout bus stops (prioritise the southbound side, where there is currently no cycle parking). The provision should consist of (preferably covered) Sheffield stands. Care should be taken not to obstruct future widening of the walking and cycling route.	short	n/a	None	N	≤£50k	None	N	Y
QW-15	n/a	Cycling	Stratton Way cycle parking improvements	Improve cycle parking provision at the junction of Stratton Way and Park Road (remove poor quality existing cycle parking and provide high quality, well spaced Sheffield stands, taking care not to obstruct future access improvements for walking and cycling between Park Road and Stratton Way).	short	n/a	None	N	≤£50k	None	N	Y
Other proposals												
OTH-01	n/a	Cycling	Spring Road advisory cycle lanes	Remove the centreline and provide wide advisory cycle lanes (1.5 minimum at constraints and 2m where width is adequate) supported by waiting restrictions along the full length of Spring Road.	medium	≤£50k	None	N	Design dependent	None	N	Y
OTH-02	n/a	Both	Pen Lane bridleway surface improvements	Provide surface improvements for walking and cycling (whilst considering the needs of equestrians) along this route in all seasons and improve accessibility by removing or modifying barriers (including gates).	medium	≤£50k	None	N	Design dependent	None	N	Y
OTH-03	n/a	Both	St Nicolas School school street	Implement a permanent school street scheme, with ANPR enforcement for the prohibition of motor vehicles on Boxhill Walk, building on the trial scheme which has thus far been operating under an Experimental Traffic Regulation Order, without camera enforcement.	short	n/a	OCC	Y	n/a	OCC	Y	Y

OTH-04	n/a	Both	East Abingdon to STRAT9 (South Oxfordshire Local Plan site) new walking and cycling river crossing (bridge)	Provide a new river crossing (bridge) for walking and cycling between Abingdon and the STRAT9 local plan allocation, Culham Science Centre and beyond. The South Oxfordshire Local Plan indicates that proposals to develop the STRAT9 site will be expected to deliver all necessary infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include provision for excellent sustainable transport facilities including (as part of a more comprehensive infrastructure package) provision of a new cycle bridge and associated connectivity and paths across the River Thames to connect appropriately with Abingdon on Thames to the north of the site.	long	£250k-£500k	None	N	Design dependent	None	N	Y
OTH-05	n/a	Both	Abingdon Marina new walking and cycling river crossing (bridge)	Provide a new river crossing (bridge) for walking and cycling between south Abingdon and Culham. Early consideration of the impact of the design of the bridge (especially its soffit) on navigation on the Thames will be required and the existing use of this stretch of the river by Abbey Sailing Club should be taken into account.	long	£250k-£500k	None	N	Design dependent	None	N	Y
OTH-06	n/a	Both	Upper Reaches new walking and cycling river crossing (bridge)	Provide new river crossing (bridge) for walking and cycling at the site of the Upper Reaches hotel, to provide an alternative to the heavily trafficked A415 bridge.	long	£250k-£500k	None	N	Design dependent	None	N	Y
OTH-07	n/a	Both	Drayton to Abingdon Public Rights of Way upgrades (surfacing)	Provide an additional cycling and walking route between Drayton and Abingdon using Public Rights of Way (via restricted byway 192/7/10).	long	£50k-£100k	None	N	Design dependent	None	N	Y
OTH-08	n/a	Both	Radley to South Kennington railway route	Provide an additional walking and cycling route between Radley and South Kennington, adjacent to the railway, using safeguarded land.	long	£50k-£100k	None	N	Design dependent	None	N	Y
OTH-09	n/a	Both	Wilts-Berks canal walking and cycling route	Provide a new walking and cycling route to Grove along the route of the disused Wilts-Berks canal (entering Abingdon at Mill Road).	long	£250k-£500k	None	N	Design dependent	None	N	Y
OTH-10	n/a	Both	Potential cycling and walking link to King Street development	Investigate provision of a walking and cycling link to the King Street estate via Lucca Drive and Looker Grove.	medium	≤£50k	None	N	Design dependent	None	N	Y
OTH-11	ABP00	Both	Potential cycling and walking link to the north of Stratton Way	Investigate provision of a walking and cycling link to the north of Stratton Way via Withington Court, Sutton Close and Fitzharry's Road.	medium	≤£50k	None	N	Design dependent	None	N	Y
OTH-12	n/a	Both	Surface improvements to path through Long Furlong park for walking and cycling	Provide a surfaced walking and cycling route through the park between Long Furlong Community Centre and Dunmore Road.	medium	≤£50k	None	N	Design dependent	None	N	Y
OTH-13	n/a	Both	Public footpath 333/7/10 and A34 footbridge upgrades	Provide upgrades (including rights for cycling and physical surface upgrades) to public footpath 333/7/10 and the footbridge over the A34 to allow this route to be used for both walking and cycling.	long	£100k-£250k	None	N	Design dependent	None	N	Y
OTH-14	n/a	Both	Surface improvements to path from Crabtree Place to NCN5 in Barton Fields	Widen and resurface link between Crabtree Place and NCN5 in Barton Fields for walking and cycling.	medium	≤£50k	None	N	Design dependent	None	N	Y
OTH-15	ABP10, ABP11	Both	Walking and cycling link between Twelve Acre Drive and Whites Lane	Provide a high quality walking and cycling link between Twelve Acre Drive and Whites Lane via Peachcroft Farm.	medium	≤£50k	None	N	Design dependent	None	N	Y
OTH-16	n/a	Both	Potential cycling and walking link between Ypres Way and Mons Way	Investigate provision of a more direct walking and cycling link to Copenhagen Drive via Ypres Way and Mons Way.	medium	≤£50k	None	N	Design dependent	none	N	Y

Footnotes

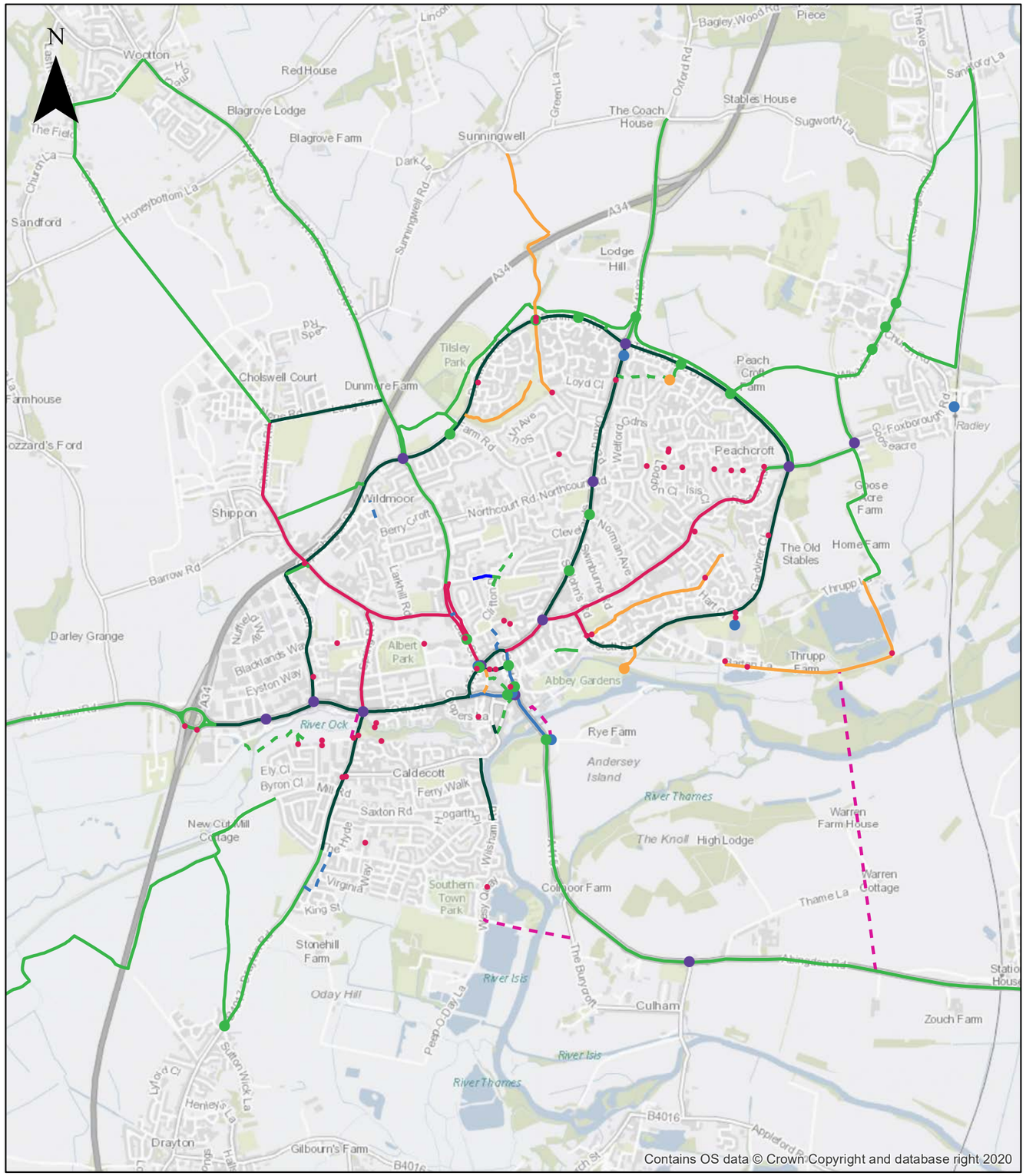
1	Walking (includes use of mobility aids), cycling or both
2	Short, medium and long term timescales correspond approximately to: <3 years from LCWIP adoption, 3-5 years from LCWIP adoption and 5-10+ years from adoption. 'Direct' indicates that the scheme will be directly delivered by a developer and that the timescale is determined by the rate of construction and occupation of the site as set out in the relevant S106 agreement.
3	Indicates whether the proposal has been shown in the Abingdon LCWIP Proposal Maps. Some proposals have not been mapped (in order to help keep the maps legible) as they do not have a clear location at this stage, overlap with more significant/preferred infrastructure improvements, or are considered to be minor changes.

4	TRL Report 583 – Cycling in Vehicle Restricted Areas (2003)
5	Note that proposals within the CWZ which also lie on primary routes are listed under 'primary route network proposals' not under Core Walking Zone proposals

General notes
Many of the proposals in this document are based on suggestions from local stakeholders made in the Abingdon Cycling and Walking Network Plan document. The relevant sections of that document should be reviewed in detail when implementing the proposals listed here for opportunities to address minor concerns identified by local stakeholders and to review suggestions for specific infrastructure made by the local community.
All proposals should be designed to the standards set out in *LTN1/20: Cycle Infrastructure Design* and *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* by default. Departures from these standards may be acceptable only in circumstances where physical or legal constraints make delivering infrastructure to these standards impossible.
The proposals made in this LCWIP are subject to revision or removal as scheme development work progresses and more information becomes available regarding the deliverability of these proposals. Additional proposals may also be added over the lifetime of the LCWIP in response to new information.
Where appropriate (especially when designing improvements to routes on or adjoining existing public rights of way where equestrians have access), consideration should be given to the potential impact of the proposals made in the LCWIP on equestrians. Complementary improvements for conditions for horse riding should be made where possible and care should be taken to minimise any detrimental impact for equestrians.

Abingdon LCWIP Appendix H: Proposal Maps

Abingdon LCWIP Proposals - Overview



0 0.5 1 2 3 4 5 Kilometers

Legend

TYPE

- Barrier to be modified or removed
- New or improved controlled crossing
- Cycle parking
- Junction redesign to prioritise walking and cycling
- New minor structure (e.g. bridge)
- Permeability improvements
- Pedestrianisation
- Permissions for cycling
- School street
- On-carriageway cycling improvements- e.g. wide (>1.5m) cycle lanes with no centreline
- Surface improvements
- New or improved shared use path
- New river crossing for walking and cycling (indicative location only - exact route TBC)
- Segregated cycle track(s) with priority at side roads
- Footway widening and public realm improvements

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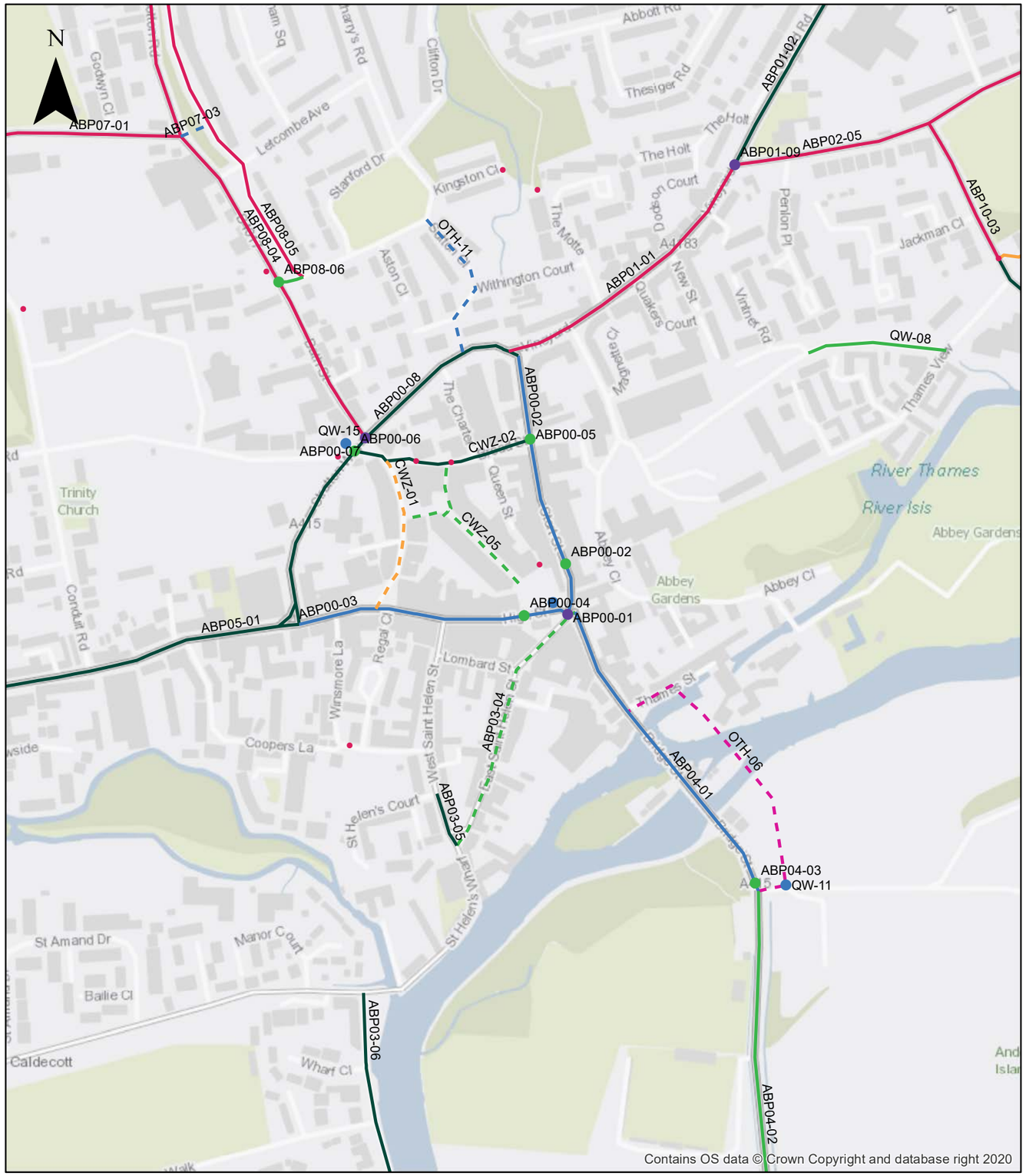
Abingdon LCWIP Proposals - Central Area



0 0.1 0.2 0.4 0.6 0.8 1 Kilometers

Legend

TYPE

- Barrier to be modified or removed
- New or improved controlled crossing
- Cycle parking
- Junction redesign to prioritise walking and cycling
- Permeability improvements
- Pedestrianisation
- Permissions for cycling
- On-carriageway cycling improvements- e.g. wide (>1.5m) cycle lanes with no centreline
- Surface improvements
- New or improved shared use path
- New river crossing for walking and cycling (indicative location only - exact route TBC)
- Segregated cycle track(s) with priority at side roads
- Footway widening and public realm improvements

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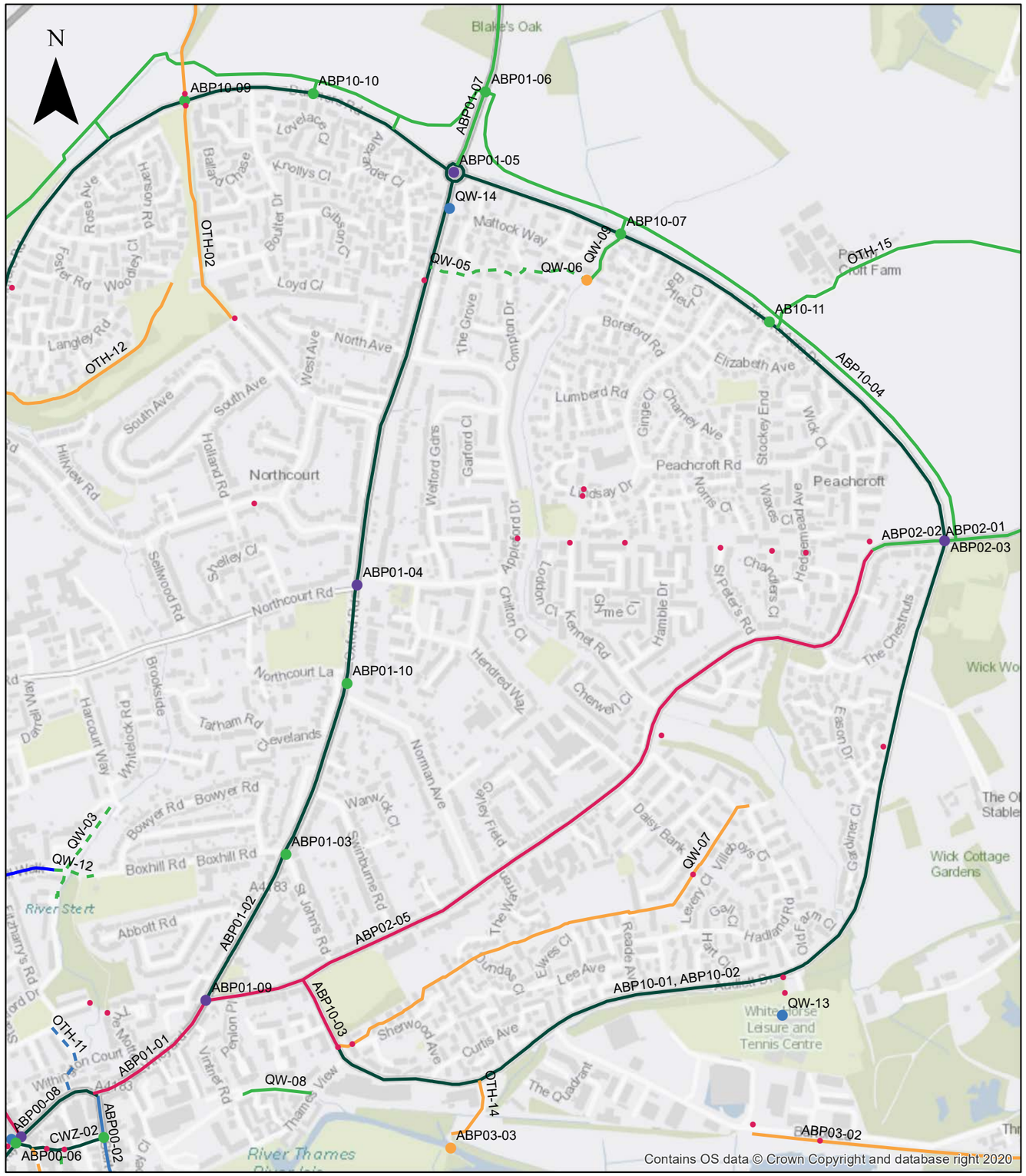
Abingdon LCWIP Proposals - East Area



Legend

TYPE

- Barrier to be modified or removed
- New or improved controlled crossing
- Cycle parking
- Junction redesign to prioritise walking and cycling
- New minor structure (e.g. bridge)
- Permeability improvements
- Pedestrianisation
- Permissions for cycling
- School street
- On-carriageway cycling improvements- e.g. wide (>1.5m) cycle lanes with no centreline
- Surface improvements
- New or improved shared use path
- Segregated cycle track(s) with priority at side roads
- Footway widening and public realm improvements

0 0.2 0.4 0.8 1.2 1.6 2 Kilometers

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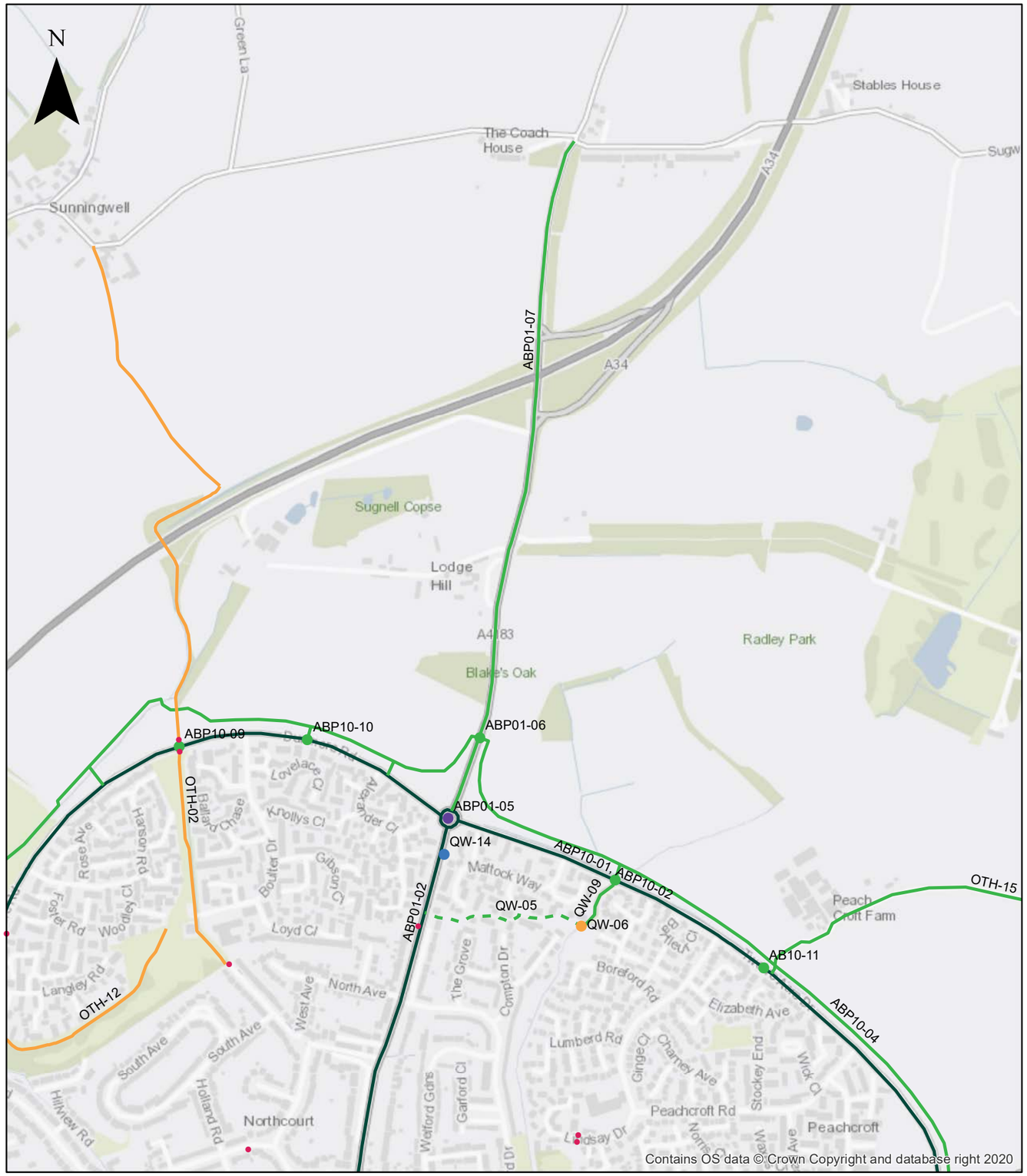
Abingdon LCWIP Proposals - North Area



Legend

TYPE

- Barrier to be modified or removed
- New or improved controlled crossing
- Cycle parking
- Junction redesign to prioritise walking and cycling
- New minor structure (e.g. bridge)
- Permissions for cycling
- Surface improvements
- New or improved shared use path
- Segregated cycle track(s) with priority at side roads

0 0.2 0.4 0.8 1.2 1.6 2 Kilometers

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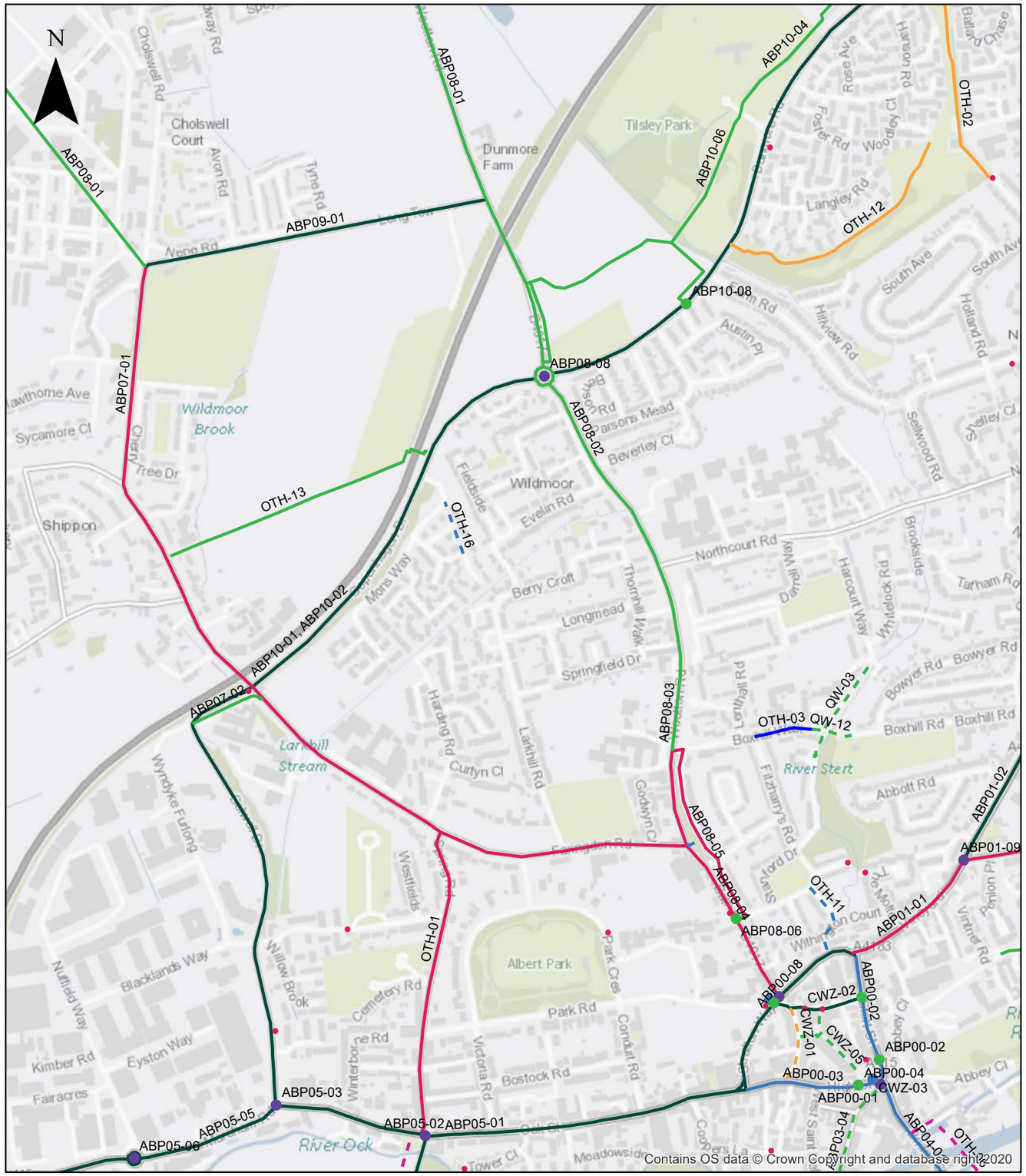
Abingdon LCWIP Proposals - West Area



0 0.2 0.4 0.8 1.2 1.6 2 Kilometers

Legend

TYPE

- Barrier to be modified or removed
- New or improved controlled crossing
- Cycle parking
- Junction redesign to prioritise walking and cycling
- Permeability improvements
- Pedestrianisation
- Permissions for cycling
- School street
- On-carriageway cycling improvements- e.g. wide (>1.5m) cycle lanes with no centreline
- Surface improvements
- New or improved shared use path
- New river crossing for walking and cycling (indicative location only - exact route TBC)
- Segregated cycle track(s) with priority at side roads
- Footway widening and public realm improvements

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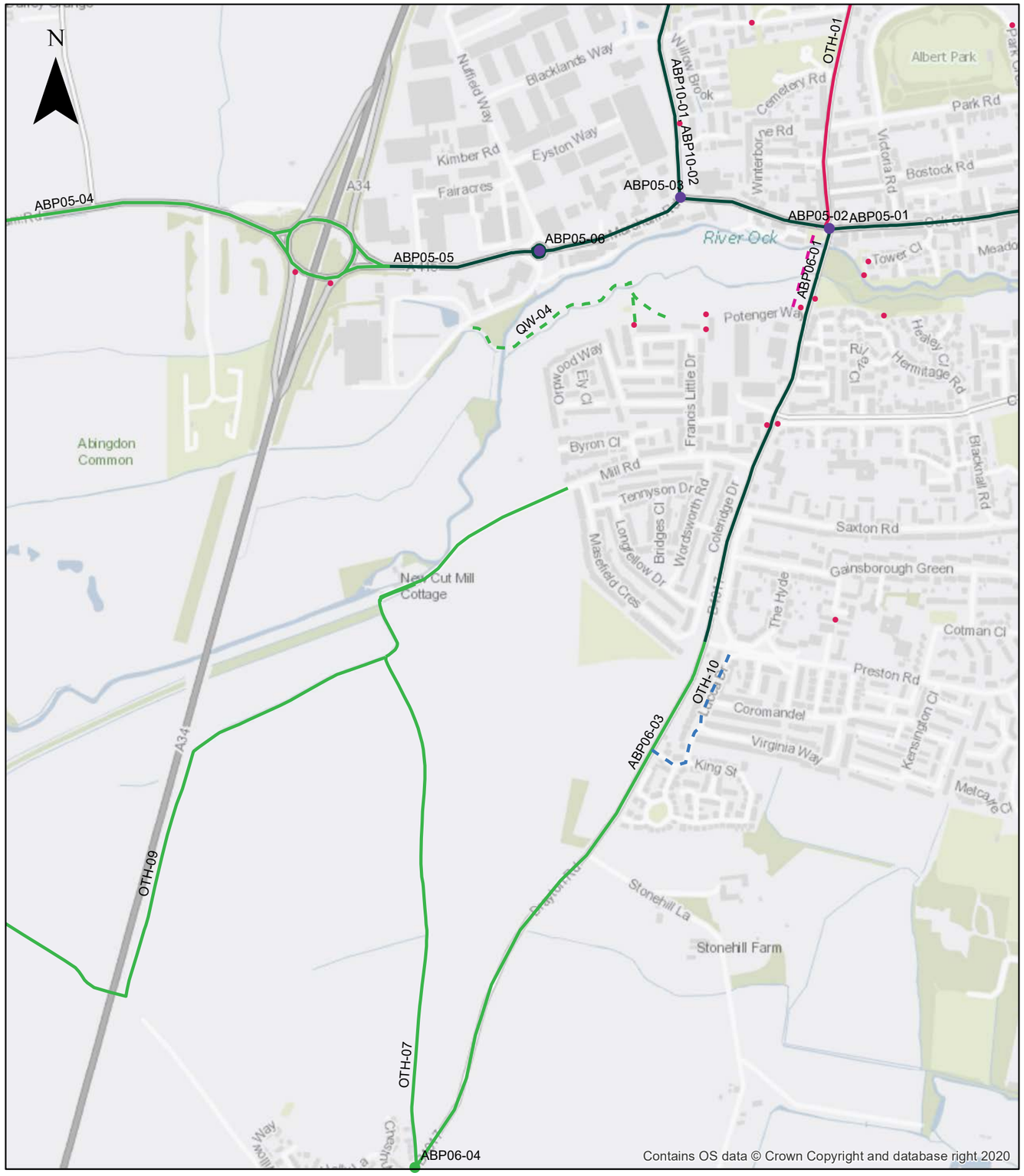
Abingdon LCWIP Proposals - Southwest Area



Legend

TYPE

- Barrier to be modified or removed
- New or improved controlled crossing
- Junction redesign to prioritise walking and cycling
- Permeability improvements
- Permissions for cycling
- On-carriageway cycling improvements- e.g. wide (>1.5m) cycle lanes with no centreline
- New or improved shared use path
- New river crossing for walking and cycling (indicative location only - exact route TBC)
- Segregated cycle track(s) with priority at side roads

0 0.2 0.4 0.8 1.2 1.6 2 Kilometers

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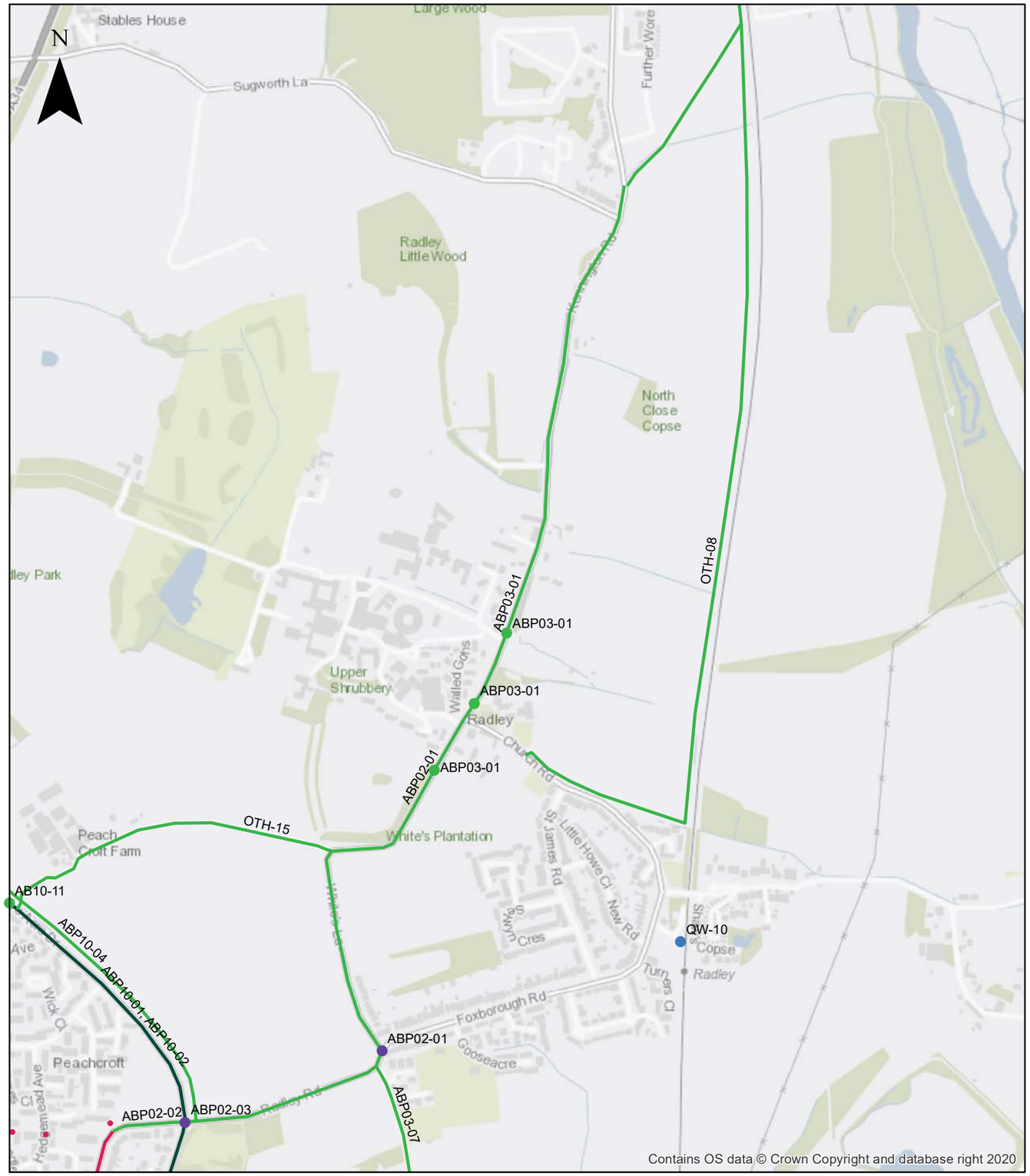
Abingdon LCWIP Proposals - Radley Area



Legend

TYPE

- Barrier to be modified or removed
- New or improved controlled crossing
- Cycle parking
- Junction redesign to prioritise walking and cycling
- On-carriageway cycling improvements- e.g. wide (>1.5m) cycle lanes with no centreline
- New or improved shared use path
- Segregated cycle track(s) with priority at side roads

0 0.2 0.4 0.8 1.2 1.6 2 Kilometers

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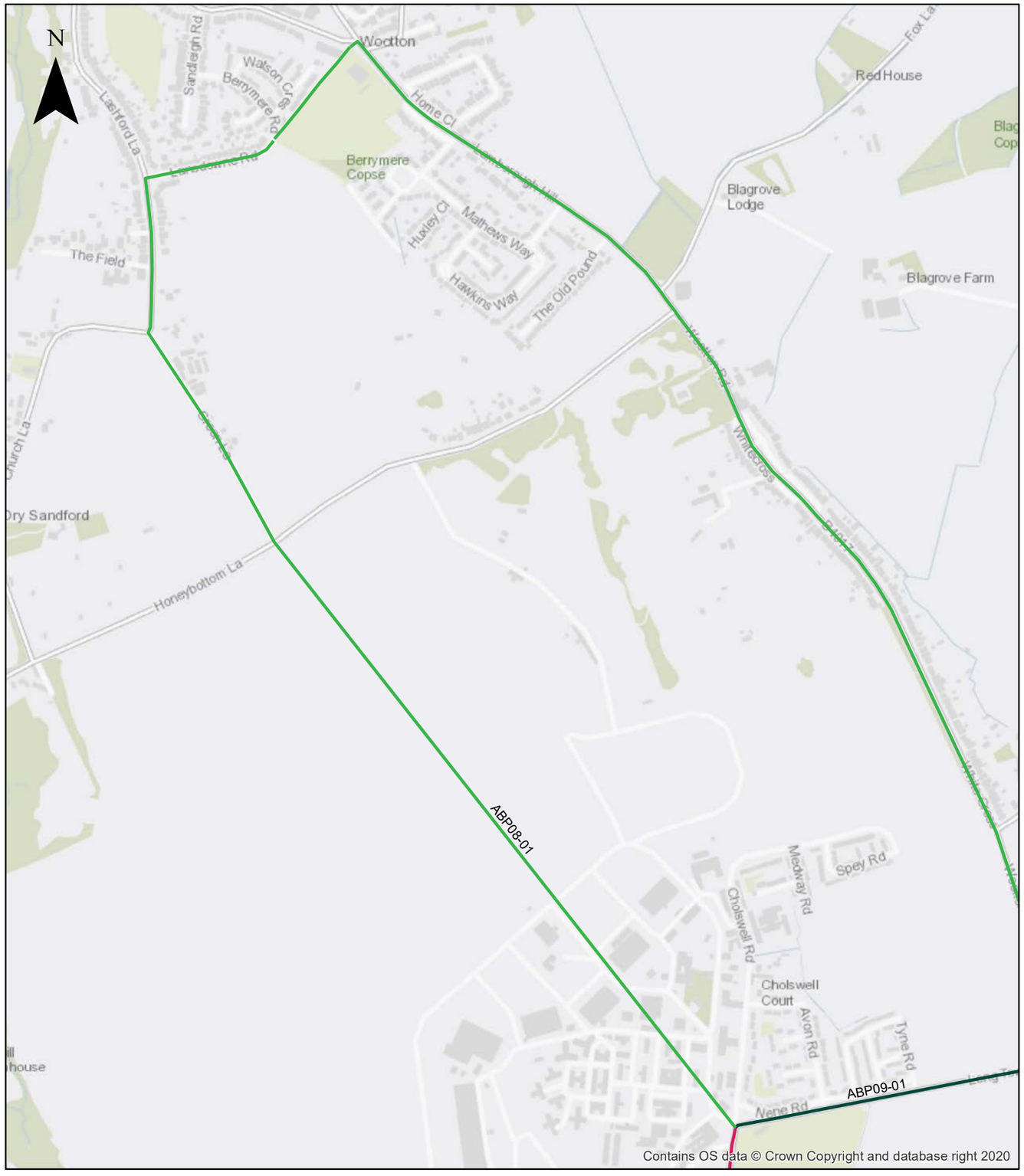
Abingdon LCWIP Proposals - Wootton Area



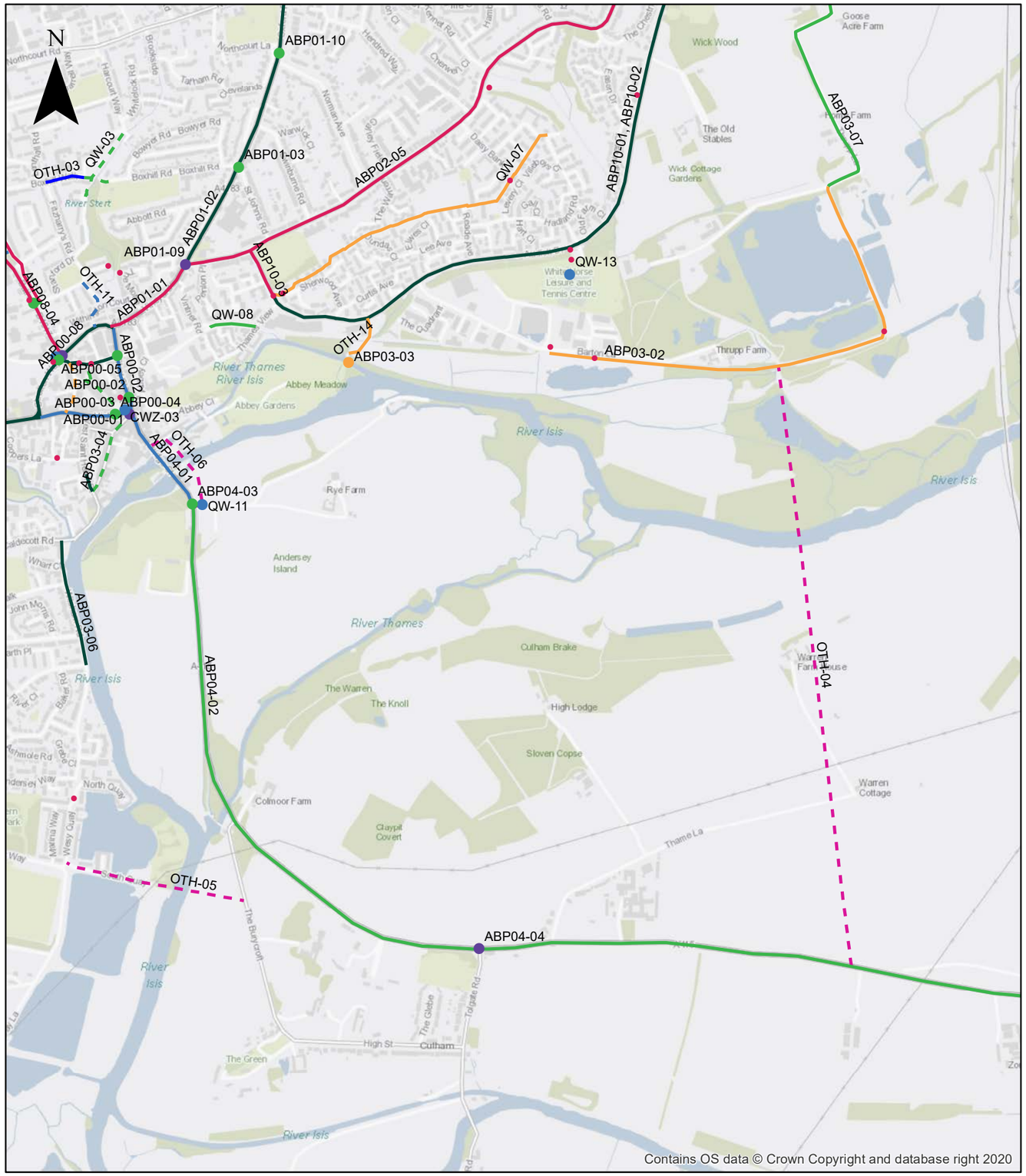
Legend

- On-carriageway cycling improvements- e.g. wide (>1.5m) cycle lanes with no centreline
- New or improved shared use path
- Segregated cycle track(s) with priority at side roads

0 0.2 0.4 0.8 1.2 1.6 2 Kilometers

OXFORDSHIRE COUNTY COUNCIL

Abingdon LCWIP Proposals - River Thames and Culham Area



Legend

TYPE

- Barrier to be modified or removed
- New or improved controlled crossing
- Cycle parking
- Junction redesign to prioritise walking and cycling
- New minor structure (e.g. bridge)
- Permeability improvements
- Pedestrianisation
- Permissions for cycling
- School street
- On-carriageway cycling improvements- e.g. wide (>1.5m) cycle lanes with no centreline
- Surface improvements
- New or improved shared use path
- New river crossing for walking and cycling (indicative location only - exact route TBC)
- Segregated cycle track(s) with priority at side roads
- Footway widening and public realm improvements

0 0.3 0.6 1.2 1.8 2.4 3 Kilometers

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