

Carterton and Surrounding Area Local Cycling and Walking Infrastructure Plan

Draft Appendix A: Background Report

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1. Policy Context Detail

Table 1 - Policy context detail

National Policy / Strategy / Guidance	Key points:
<u>Cycling and Walking Investment Strategy DfT, 2017</u>	The Strategy outlines Government's ambition to make cycling and walking the natural choice for shorter journeys or as part of longer journeys by 2040. Emphasis is placed on improving the safety of streets for cycling and supporting more school children to cycle.
<u>Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities, DfT, 2017</u>	Guidance for producing LCWIPs. This recommends an approach that follows six stages – determining scope, gathering information, network planning for cycling, network planning for walking, prioritising improvements, and integration and application.
<u>The Transport Investment Strategy: Moving Britain Ahead, DfT, 2017</u>	<p>The Strategy supports the growth of businesses and outlines how this will be achieved by maintaining and delivering high quality transport infrastructure. This includes creating a more reliable, connected and less congested transport network.</p> <p>Highlighted also, is a need to remain adaptable in an increasingly unpredictable and changing world, whilst prioritising health and the environment in decisions. Decision making at the local level is devolved to local authorities and their communities. However, funding can be sought from central government for schemes that deliver national priorities, such as encouraging more walking and cycling.</p>
<u>Inclusive Transport Strategy: Achieving equal access for disabled people, DfT, 2018</u>	Highlighted in the Strategy is the importance of ensuring people with disabilities have equal access to transport. The government identify a programme of monitoring and evaluation to aid this.
<u>Future of Mobility: Urban Strategy – Moving Britain Ahead, DfT, 2019</u>	<p>This Strategy outlines how urban mobility can be transformed through innovation to help deliver social, economic and environmental benefits. Key to achieving this transformation includes:</p> <ul style="list-style-type: none"> • ensuring cycling and walking are the first mode choice for short journeys; • promoting innovation to reduce congestion and more efficiently use road space, such as through ride sharing; • promoting transport modes that contribute to the zero carbon emissions transition; and

	<ul style="list-style-type: none"> • creating an integrated transport system combining public, private and multiple modes.
Cycle Infrastructure Design, Local Transport Note 1/20, DfT, 2020	<p>LTN 1/20 provides guidance for the design of cycle infrastructure. The key principles of the guidance include:</p> <ul style="list-style-type: none"> • ensuring cycle infrastructure is accessible for everyone; • treating cycles as vehicles and providing space for people to cycle that is separate from people walking; • physically separating people cycling from motor vehicles at junctions and on roads; • designing cycle infrastructure for a high number of people cycling and for all types of cycles; • considering the closure of side streets as an alternative to main road routes for people cycling; • providing cycle parking in sufficient amounts at the places where people want to go; and • consistent, logical, direct and comfortable routes must be provided. <p>Cycle networks and routes should be designed so that they are:</p> <ul style="list-style-type: none"> • coherent; • direct; • safe; • comfortable; and • attractive. <p>Guidance is also provided on appropriate widths of cycle lanes/ paths and, speed limits, crossings and junction arrangements. These should be adhered to where possible.</p>
Gear Change: A bold vision for cycling and walking, DfT, 2020	<p>This plan reinforces the value of cycling and walking for health and wellbeing, the environment and the economy. To optimise these benefits, ambitious targets are set for cycling and walking in England including:</p> <ul style="list-style-type: none"> • cycling and walking becoming the natural choice for short journeys, with half of all journeys in towns and cities cycled or walked by 2030; • providing everybody with the opportunity to cycle or walk to address inequalities; and • creating safe streets where people feel confident to cycle.

	<p>The following actions and design principles will help realise this ambition:</p> <ul style="list-style-type: none"> a) cycle infrastructure should be accessible for everyone; b) cycle tracks that are physically separated from all other modes of travel on roads and at junctions; c) cyclists must be treated as vehicles, not pedestrians; d) cycling, walking and bus corridors created through low traffic neighbourhoods e) implement school streets; f) create zero-emission zones; g) removal of barriers on existing cycle routes h) infrastructure that caters for a high number of people cycling; i) connecting routes to produce a continuous, direct, logical and coherent network; j) increase cycle parking and locate it where it is needed; k) wayfinding to assist navigation of routes; l) promotion of cycling for freight; m) cycling and walking prescribed by GPs; n) improved cycle training opportunities for everybody and; o) increased funding opportunities for local authorities for schemes that meet the strict criteria outlined in the plan.
<u>Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure, DfT, 2021</u>	<p>This guidance considers the features of an inclusive environment as well as potential barriers, the use of technology, maintenance, awareness of the needs of disabled people, and community engagement.</p>
<u>Decarbonising Transport: A Better, Greener Britain, DfT, 2021</u>	<p>This plan sets out how the government will decarbonise the transport system and the role of different players, including local authorities, in achieving this. Active travel is a key component of the government's strategy for establishing a net zero transport system, setting the following targets:</p> <ul style="list-style-type: none"> • half of all journeys in towns and cities will be cycled or walked by 2030 • a world class cycling and walking network in England will be delivered by 2040 <p>Emphasis is also placed on reallocating road space for sustainable modes, the opportunities Low Traffic Neighbourhoods provide for cycling and walking and the importance of soft measures to support infrastructure.</p>



Table 2: Local policy summary

Local Policy	Key points:
<u>Oxfordshire Walking Design Standards, OCC, 2017</u>	Guidance is provided on the design of walking infrastructure to support a greater uptake of walking by all, including standards on footway widths and appropriate crossings.
<u>Oxfordshire Cycling Design Standards, OCC, 2017</u>	Guidance is provided on the design of cycling infrastructure to support a greater uptake of cycling by all, including standards on cycle lane widths, crossings and road speeds.
<u>West Oxfordshire Local Plan - 2031, WODC, 2018</u>	<p>The West Oxfordshire Local Plan sets out a vision for the District that includes alleviating traffic congestion, improving air quality and journey times by reducing the reliance on private vehicles by encouraging walking, cycling and the use of public transport.</p> <p>This is supported by core objectives including:</p> <p>CO11: maximising the opportunity for walking, cycling and use of public transport.</p> <p>CO15: contributing to a reduction in the causes and adverse impacts of climate change.</p> <p>Key policies to achieve this vision include:</p> <p>Policy OS1: Presumption in favour of sustainable development</p> <p>Policy T1 Sustainable Transport: priority will be given to new developments in areas with convenient access where the need to travel by private car can be minimised due to opportunities for walking, cycling and public transport use.</p> <p>Policy T2 Highway Improvement Schemes: new developments will be required to 'demonstrate safe access and an acceptable degree of impact on the local highway network'.</p> <p>Policy T3 Public Transport, Walking and Cycling: new developments will be located and designed to maximise opportunities for walking, cycling and public transport and help reduce car use as appropriate.</p> <p>Policy EH4 Public Realm and Green Infrastructure: public space and green infrastructure will be protected and enhanced due to the multi-functional role of such.</p>
<u>Oxfordshire Joint Health and</u>	Sets out how residents' health and wellbeing can be improved and includes the following objectives/ aims relevant to transport:

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Wellbeing Strategy (2018-2023), 2019	<ul style="list-style-type: none"> • promoting physical activity including active travel to prevent illness and improve health; • tackling inequality, including by improving access to opportunities; and • promoting healthy place making.
Climate Action Framework, OCC, 2020	<p>Objectives for Oxfordshire are identified in response to the climate crisis, these include:</p> <ul style="list-style-type: none"> • normalising active travel and making this accessible to all; • reducing emissions by 50% by 2030; and • achieving net zero by 2050.
Oxfordshire Strategic Vision for Long-term Sustainable Development, 2021	<p>The Vision for Oxfordshire is the transformation of movement and connectivity by 2050 so that the economic, social and environmental wellbeing of people and places is enhanced. Emphasis is placed on carbon neutrality, digital connectivity and sustainable travel.</p>
Oxfordshire Local Transport and Connectivity Plan (LTCP), OCC, 2022 and Active Travel Strategy, OCC, 2022	<p>LTCP sets a vision for Oxfordshire's transport system to be inclusive, safe and net-zero 'by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice' by 2050 (page 5). There are key themes of environment, health, healthy place shaping, productivity, connectivity and inclusivity to support the vision.</p> <p>Key policies (condensed for inclusion in this document) to achieve the above objectives include:</p> <p>Policy 01: Promote a transport user hierarchy that prioritises walking, followed by cycling and riding, public transport, motorcycles, shared vehicles and finally motorised modes in transport schemes, development proposals and policies.</p> <p>Policy 02: Develop comprehensive walking and cycling networks.</p> <p>Policy 03: Develop Local Cycling and Walking Infrastructure Plans... according to national guidance and best practice with the aim of increasing walking and cycling activity.</p> <p>Policy 07: Oxfordshire County Council will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures.</p> <p>Policy 08: Embed the Healthy Streets approach.</p> <p>Policy 13: Develop 20-minute neighbourhood concept.</p>

	<p>Policy 15: Adopt a vision zero approach that seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets.</p> <p>Policy 22: Consider multi-modal travel as a central option for transport planning.</p> <p>Policy 27: Net-zero transport network by 2040.</p> <p>Policy 33: Ensure the parking requirements of all modes of transport are considered.</p> <p>Active Travel Strategy - a component of LTCP. This sets a vision for 'Oxfordshire towns and villages to be places where most residents choose active and healthy travel (walking and cycling) as the natural first choice for making most of their local journeys and many of their longer journeys'. The aim is to increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week by 2031. As part of this West Oxfordshire must increase cycle trips per week from 50,000 to 100,000. This document sets out how an increase in walking and cycling will be achieved through street and infrastructure design.</p>
Climate Change Strategy for West Oxfordshire 2021 - 2025, WODC	A framework for how the Council's priorities for climate action across the district, for 2021-2025, can be achieved. One key theme identified to support Climate Action and deliver on the Council's vision, is 'low carbon transport and active travel'.
West Oxfordshire District Council Carbon Action Plan 2024-2030	Plan for how West Oxford District Council will reach its carbon neutral target by 2030. Encouraging staff to travel by active modes is part of this plan.
Pathways to a Zero Carbon Oxfordshire (PAZCO) Report	An evidence base to support Oxfordshire in planning and implementing steps to achieve net-zero. This report identifies the potential for walking and cycling to support Oxfordshire in achieving net zero. The need to urgently improve walking and cycling infrastructure is also highlighted.

2. Demographics

2.1. Deprivation

Census data records prevalence of households that are deprived in at least one dimension of the following:

- Education (at least level 2 education and no one aged 16 to 18 years is a full-time student),
- Health (any person in the household has bad / very bad general health or are disabled, where day-to-day activities are limited by long-term physical or mental health conditions or illnesses);
- Housing (either overcrowded, in a shared dwelling, or has no central heating)
- Employment (unemployed or economically inactive person not in full-time education) and is greatest in the south and west of the town.

This data has been extracted for Carterton and illustrated on the figure below, demonstrating that the prevalence of households that are deprived in at least one dimension (education, health, housing, or employment), is greatest in the south and west of the town.

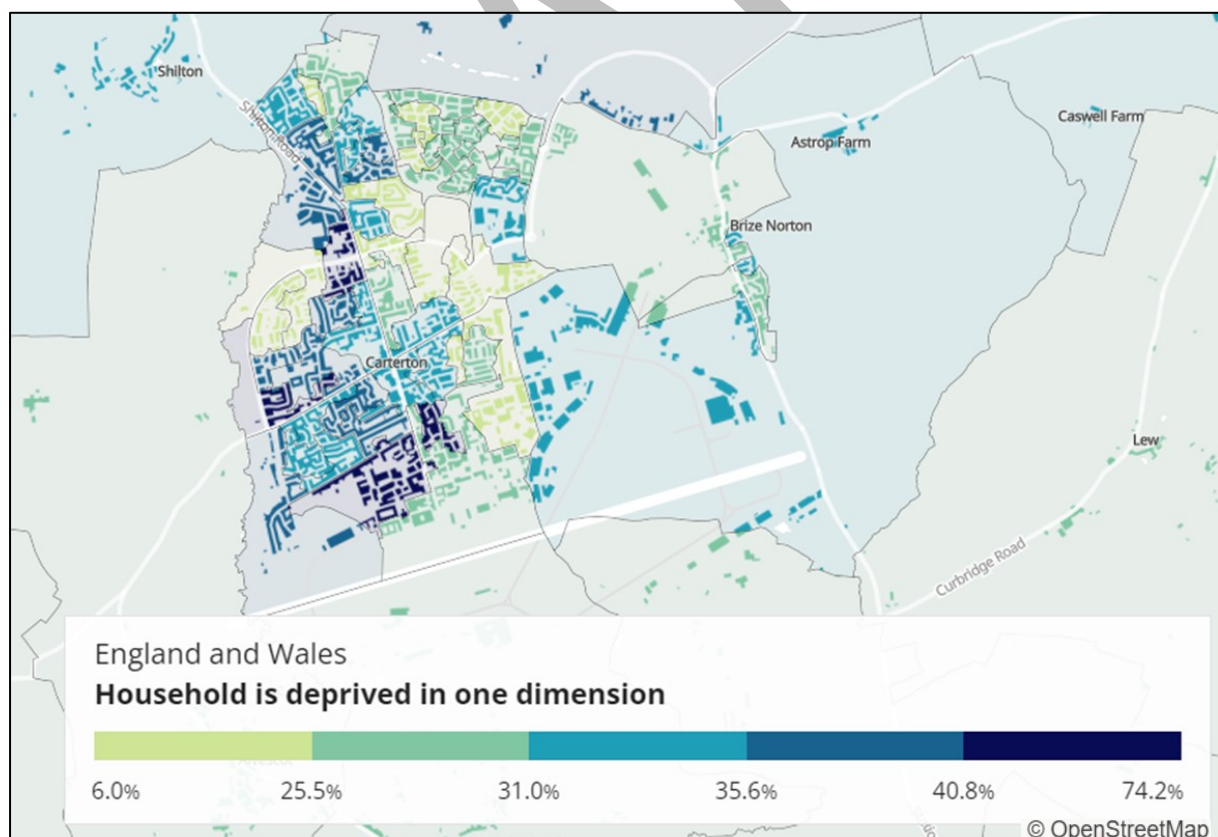


Figure 1 - Carterton percentage of Households Deprived in one-dimension (2021 Census data)

Carterton North East and Carterton North West wards rank as the highest and second highest wards for childhood poverty in West Oxfordshire (JSNA 2020)¹, with ¼ of children living in poverty in those wards. Carterton South is also in the top five wards with 23% of children living in poverty. Collectively, Carterton has 245 children living in poverty. In 2019, Carterton 56 families were identified as part of the troubled families program. The rate per 1,000 families in Carterton (27.0) was well county average (17.2). Walking and Cycling measures are a crucial part in enabling young people in deprived areas to access Carterton and removing financial barriers.

2.2. Population Health

The percentage of people aged 16 and over in Carterton who exercised for at least 150 minutes per week (68%) was estimated to be higher than the England (63%) and West Oxfordshire (67%) averages, but lower than the Oxfordshire average (69%)². This relatively high level of physical activity provides the opportunity to increase the uptake in active travel.

Childhood obesity levels were broadly similar to national averages, for both Reception (4-5) and Year 6 (10-11) aged children, according to the National Child Measurement Program (2015/16 to 2017/18).

¹ Oxfordshire JSNA 2020 – Carterton Health and Wellbeing Profile
<https://insight.oxfordshire.gov.uk/cms/system/files/documents/CartertonJSNAprofileMar20.pdf#page=10&zoom=100,68,96>

² Sport England Active Lives survey, November 2017-18

3. West Oxfordshire Local Plan 2031

3.1. Land use map

A land use map has been compiled, detailing several policies from the West Oxfordshire 2031 Local Plan, which may be pertinent to this LCWIP, shown in the figure below.

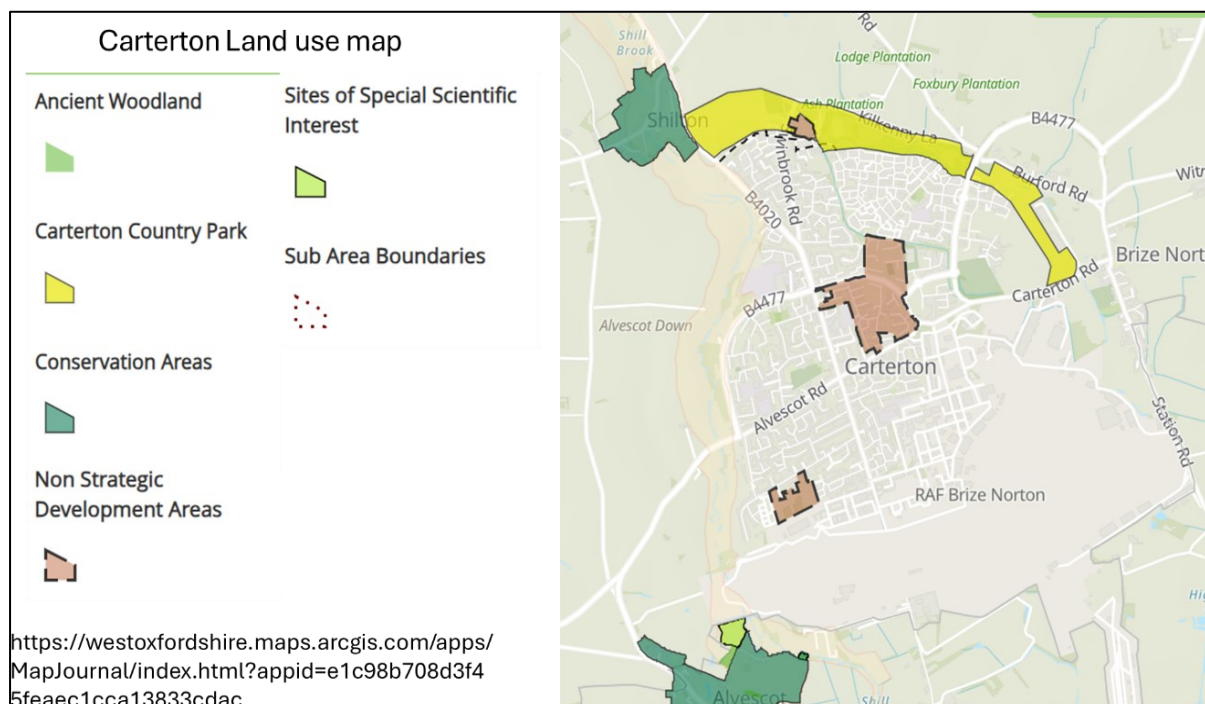


Figure 2: WODC Local Plan Carterton Land use map (West Oxfordshire Local Plan, 2031)

Carterton itself does not lie within any conservation areas, although Shilton and Alvescot are within their own respective Conservation Areas. Alvescot Road, a Site of Special Scientific Interest (SSSI), is also located to the north of Alvescot.

Non-Strategic Development Areas have been set out, including areas to the north (land at Swinbrook Road), centre (REEMA North and Central) and southwest (land South of Milestone Road).

Kilkenny Lane Country Park (Labelled as Carterton Country Park in the Local Plan) is set out to the north of Carterton, which provides a valuable green resource for local residents and visitors but also may pose additional challenges for providing infrastructure,

3.2. Housing development allocations

The West Oxfordshire 2031 Local Plan, adopted in 2018, proposed housing supply requirement for the period of 2011 – 2031 to be 660 homes per year, equating to

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13,200 homes over the whole period for West Oxfordshire³. WODC also agreed to accommodate 2,750 additional homes within the Oxford Housing Market Area (in West Oxfordshire) to help Oxford reach its unmet housing need. This equates to a total of 15,950 homes required within West Oxfordshire for the 2011-2031 period. Policy H1 of the WODC 2031 Local Plan included an indicative distribution for the Carterton sub-area of 2,680 homes. No strategic sites were identified for Carterton, but the Local Plan included three non-strategic allocation sites for Carterton, which are as follows:

Table 3 - Non-strategic Housing Allocation update

Non-Strategic Housing Allocations	Local Plan (Adopted 2018)	October 2023 update	Notes
REEMA North and Central, Carterton ⁴	300 homes	Development at REEMA Central (81 dwellings net gain)	The REEMA North development has not yet commenced, but a pre-application for an estimated 271 homes was submitted in early 2024. Outline permission to construct 82 dwellings was submitted in August 2024 and is under consideration by WODC.
Milestone Road, Carterton	200 homes	The site has gained planning permission for 200 homes in April 2022.	Application reference: (21/00228/FUL). The developer (United Living / Platform Housing Group) is on site and is anticipated to be completed in 2026 ⁵ .
Land at Swinbrook Road, Carterton	70 homes	The site has gained planning permission for 72 homes in November 2021.	Application reference: (20/02422/FUL). The developer is on site and is anticipated to be completed within the five-year period (before 2028).

WODC's housing targets were updated, in accordance with National Planning Policy (NPPF) 71, to a required 570 homes per year, as per the Housing Land Supply Position

³ WODC Local Plan 2031 (Adopted 2018) Section 5.9 to 5.11 - [local-plan.pdf](#)

⁴ Oxford Mail April 2024 - <https://www.oxfordmail.co.uk/news/24234935.mp-robert-courts-welcomes-new-raf-brize-norton-housing-plan/>

⁵ United Living – Milestone Road, Carterton - <https://unitedliving.co.uk/case-studies/milestone-road-oxfordshire/>

Statement 2023 to 2028⁶. This leads to a basic requirement for 2,850 homes. In addition, West Oxfordshire is required to accommodate 64 homes due to a previous shortfall and 146 for a 5% buffer, amounting to a total of 3,060 homes required in the 2018-2028 period.

The anticipated housing supply for the 2023 – 2028 period is 3,318 homes, as set out in the table below, which indicates that WODC expects to meet the 3,060 homes target by 2028.

Significant growth is expected in Carterton in the next local plan period to 2041. WODC are currently finalising local plan allocations.

Large existing commitments of 10 or more dwellings	1,236
Small existing commitments of less than 10 dwellings	459
Local Plan allocations	1,373
Anticipated provision from unidentified windfall sites (2023 – 2028)	250
Total deliverable dwellings	3,318

Figure 3: Anticipated Housing Supply (2023-2028)

3.3. Carterton Town Centre Strategy⁷

WODC Local Plan (2031) identifies a strategy for Carterton Town Centre (Policy CA4) to 'become the local retail centre of choice for those living and working the town and surrounding villages. Elements of this strategy include:

- Providing 'improved access for pedestrians, cyclists and public transport users, whilst not precluding the potential for pedestrianisation'
- Promoting the main streets 'as a distinctive tree-lined green avenue with gateway features used to demarcate arrival into the Town Centre'
- 'Improvements to the main crossroads to facilitate vehicular, pedestrian and cycle movement and improve the quality of the surrounding environs'
- 'Improvements to the quality of the public realm including the provision of public art and street furniture'

⁶ WODC Housing Land Supply Position Statement 2023 to 2028. Section 4
<https://www.westoxon.gov.uk/media/pgyhbtb/housing-land-supply-position-statement-2023-to-2028.pdf>

⁷ See reference 20

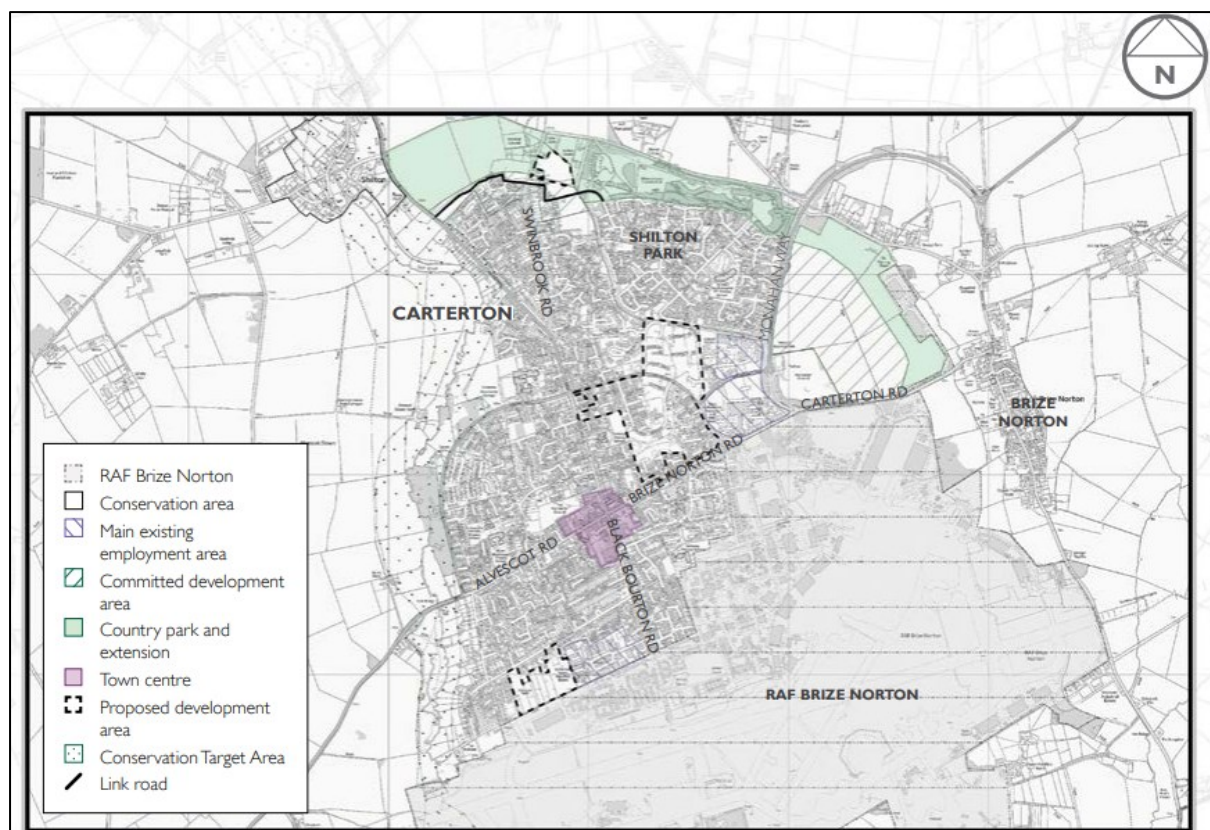


Figure 4: Carterton Local Plan 2031 development site allocations (West Oxfordshire Local Plan 2031)⁸

⁸ See reference 20

4. Air Quality

Air quality in Carterton is significantly below the UK legal minimum for Nitrogen Dioxide ($40\mu\text{g}/\text{m}^3$ annual mean) and $0.5\mu\text{g}/\text{m}^3$ above the WHO Recommended guideline of $10\mu\text{g}/\text{m}^3$ at the last year measured. At present levels, air quality is not an area of particular concern for Carterton and no Air Quality Management Areas have been implemented at the time of writing.

Pollutant - Nitrogen Dioxide (NO2)		
Year	Annual Mean	
2022	Low	$12.8\mu\text{g}/\text{m}^3$

Figure 5 - Black Bourton Road NO2 censor, Carterton (Oxon Air)⁹

⁹ Oxon Air <https://www.oxonair.uk/>

5. Flood Risk

The built environment of Carterton is largely outside of a designated river flood zone, however, an area between Carterton and Brize Norton is located within Flood Zone 3, which indicates that it has a high probability of flooding (>1% chance of flooding per year), including a section of Carterton Road.¹⁰ Carterton provides the most direct connection between Carterton and Brize Norton.

Additionally, Shill Brook to the west of Carterton is shown to be within Flood Zone 3 – including the B4477 to the south and at Shilton Ford to the north (which could limit active travel opportunities to Alvescot and Shilton respectively) during periods of flooding. Note that Shilton Ford has an alternative route for cycles and pedestrians which enables access in regular conditions.

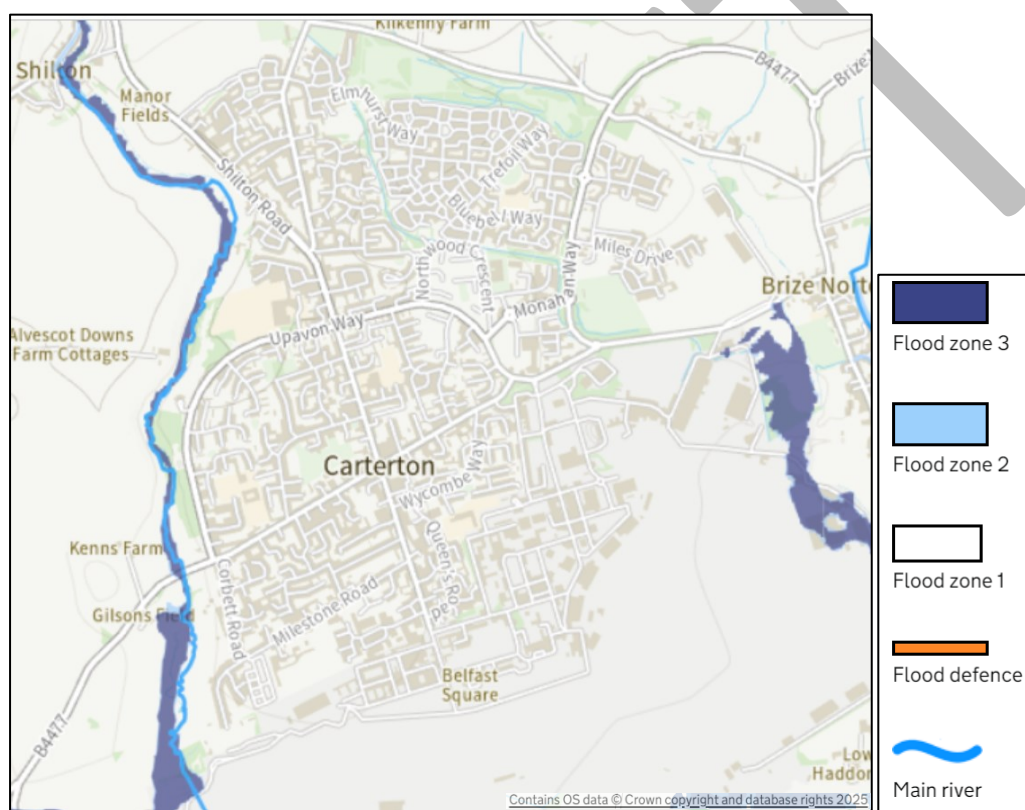


Figure 6 - Carterton Fluvial Flood Risk Map (Environment Agency)

There is also a risk of surface water flooding on several areas in Carterton, notably towards the town centre and the east, as demonstrated the figure below.¹¹

¹⁰ Fluvial flood risk map [Flood risk information for this location - Flood map for planning - GOV.UK](#)

¹¹ Pluvial (Surface Water) flood risk map [See flood risk on a map - Check your long term flood risk - GOV.UK](#)

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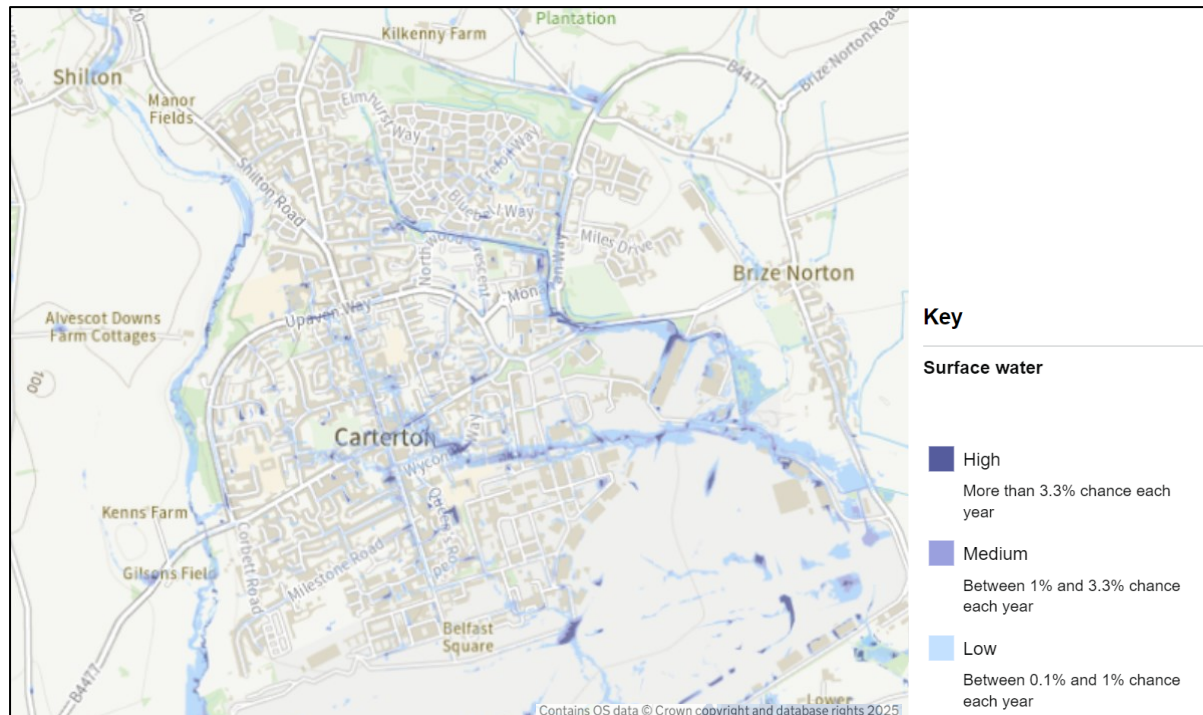


Figure 7 - Pluvial (Surface Water) Flood Map Carterton (Environment Agency)

6. Current Travel Patterns

The primary mode of transport for commuter trips beginning in Carterton is 13.5% by foot and 8.9% by bike according to 2011 census data on 'settlement-based travel to work - commutes from Carterton'. This demonstrates that, while there is a strong base of existing cycling and pedestrians within Carterton, there remains a high level of car dependency for most commuters.

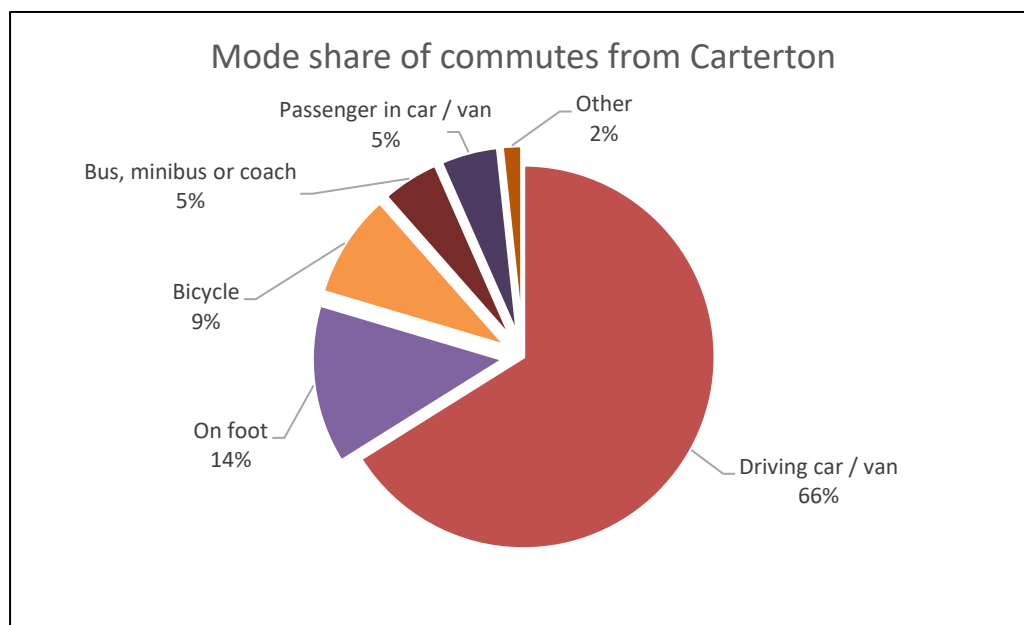


Figure 8 - Modal split of commutes from Carterton (Census, 2011)

When limited to commuting trips within Carterton, this figure increases to 29.5% by foot and 19.8% by bike, equalling just under 50% of internal commutes being undertaken by active travel. OC / OCC / national average

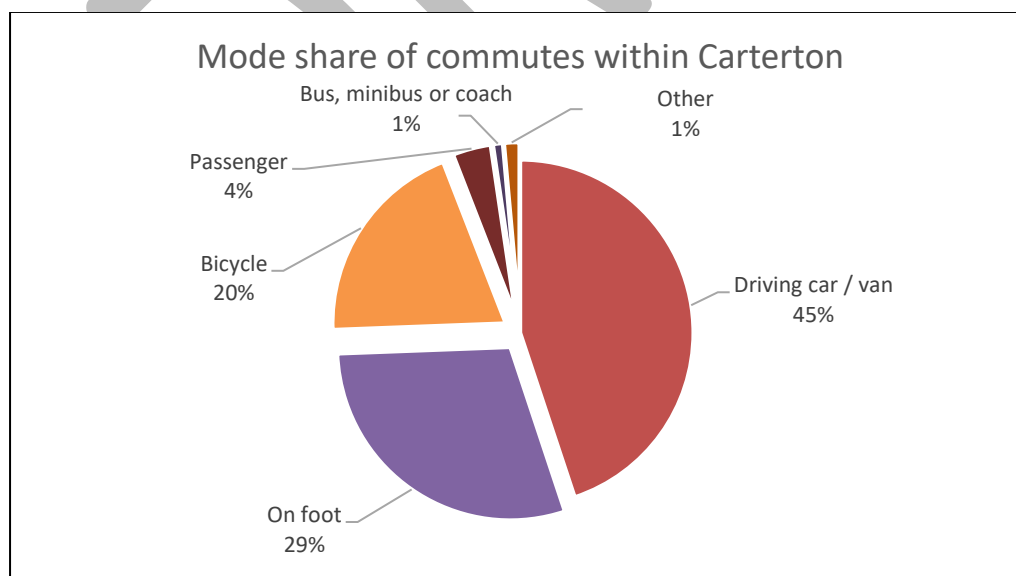


Figure 9 - Modal split of commutes within Carterton (Census, 2011)

7. Motor Vehicle Traffic Flow Summary

The busiest surveyed route in Carterton is at the Carterton Road / Barwood Avenue junction near the entrance to RAF Brize Norton with a daily average of 8597 two-way movements over a 12 hour period which suggests that this is the primary link into Carterton from Witney via the A40 (subject to further study of existing surveys). Shilton Road, the other link to Carterton from the A40, was subject to 4983 a daily average two-way movements over a 12 hour period.

The second busiest route surveyed is Brize Norton Road with a daily average of 6915 two-way movements over 12 hours. From these surveys alone, it appears that traffic is more likely to route via Brize Norton Road and the town centre than utilising Upavon Way (which was had a daily average of 3693 two-way movements).

Carterton Road and Upavon Way appear to be the most cycled route by a substantial measure (circa 0.90% and 0.66% respectively). The least cycle friendly routes are Shilton Road and Burford Road (with circa 0.27% and 0.28% respectively). Shilton Road has limited connections at the point it was surveyed and biweekly 85th percentile speeds of 44mph northbound and 46mph southbound.

8. Collision Statistics

The collision statistics below cover the period of 01/01/2016 to 31/07/2024 (103 months).

8.1. Key Statistics

- **Total Collisions:** there were a total of 93 collisions within the Carterton and Brize Norton area over the 103 month study period.
- **Severity:**
 - **Fatal Collisions (red):** Zero fatal collisions were recorded over the study period within Carterton.
 - **Serious Collisions (blue):** 20 serious collisions were recorded in the 103 month study period within Carterton.
 - **Slight Collisions (yellow):** Circa 11 collisions per year resulting in slight injuries were recorded in the study period.

31 cyclist were recorded as casualties within the study period, seven of which sustained serious injuries.

11 pedestrians were recorded as casualties within the study period, one of which sustained serious injuries.

Table 4 - Collisions within the 103-month study period (Oxfordshire County Council)

Accidents involving:					Casualties:				
	Fatal	Serious	Slight	Total		Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	9	44	53	Vehicle driver	0	7	36	43
2-wheeled motor vehicles	0	4	7	11	Passenger	0	1	19	20
Pedal cycles	0	7	22	29	Motorcycle rider	0	4	7	11
Horses & other	0	1	2	3	Cyclist	0	7	24	31
Total	0	20	73	93	Pedestrian	0	2	9	11
					Other	0	0	0	0
					Total	0	21	95	116

8.2. Common Collision Locations

- **Carterton Road** (between the Brize Norton Rd / Upavon Way / Carterton Road roundabout and the Norton Way / Carterton Road roundabout). Three serious collisions and 12 slight collisions were recorded. This road links Carterton with Brize Norton village and RAF Brize Norton.

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- **Burford Road** (between the Arkell Avenue junction and the Wycombe Way junction). Three serious and five slight collisions were recorded. This road runs through Carterton town centre.
- **Burford Road / Shilton Road** (between the Upavon Way junction and the Brizewood junction). One serious and seven slight collisions were recorded. This road provides a connection between the north of Carterton and the town centre.

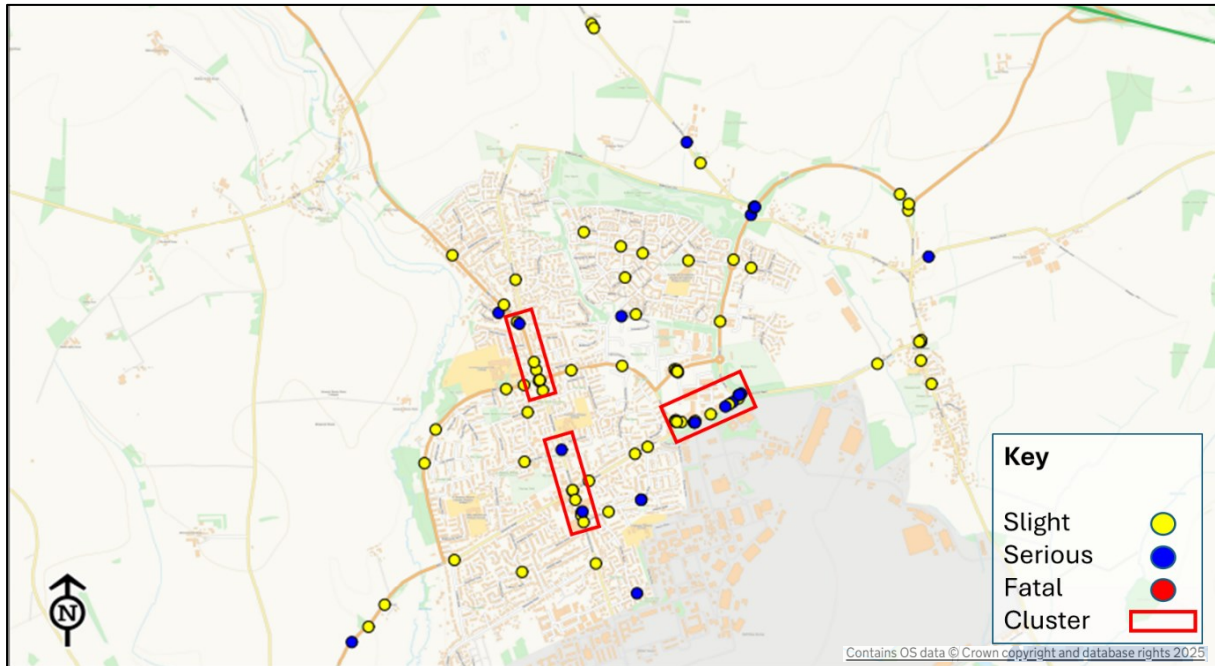


Figure 10 - Collision locations in Carterton (01/01/2016 to 31/07/2024) (Oxfordshire County Council)

8.3. Carterton and surrounding area ped and cycle collisions

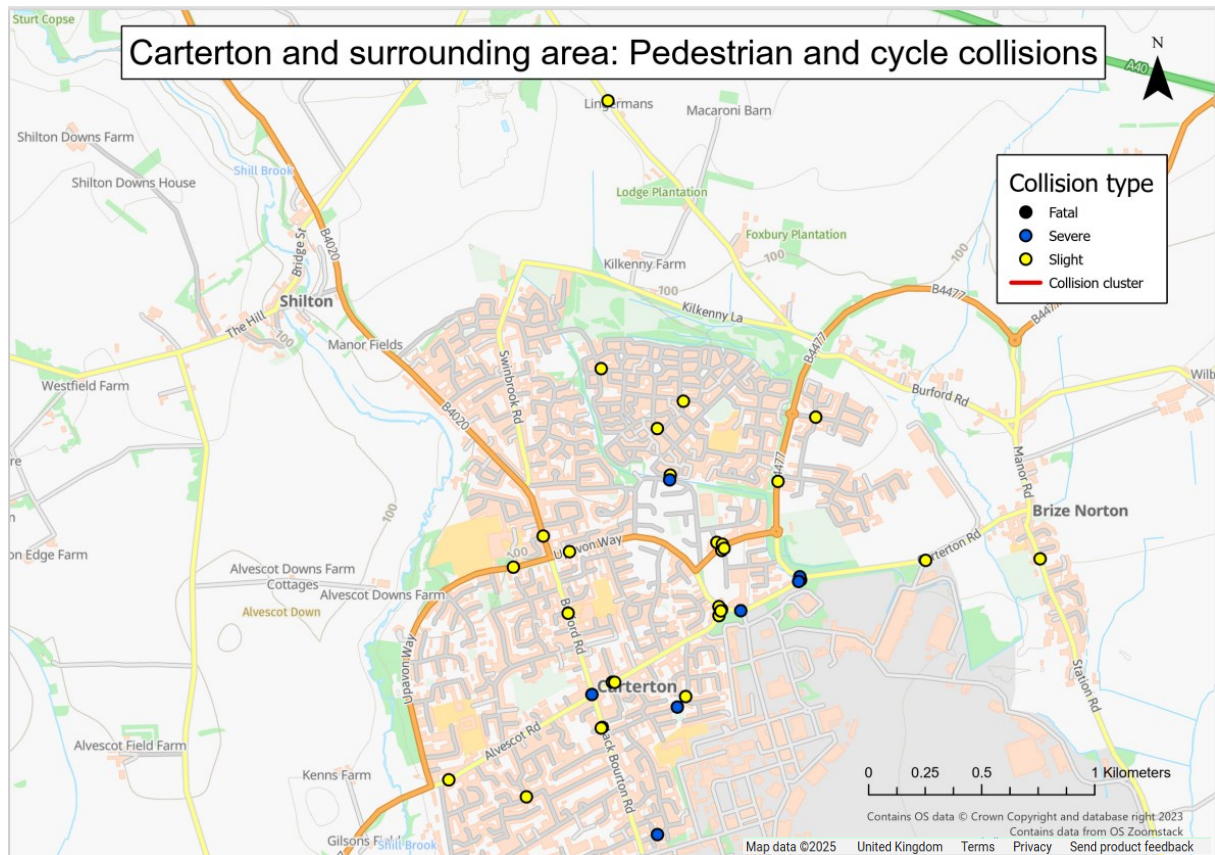


Figure 11: Ped and cycle collision locations (yellow– slight injury, blue – serious injury) (Oxfordshire County Council, 2025)

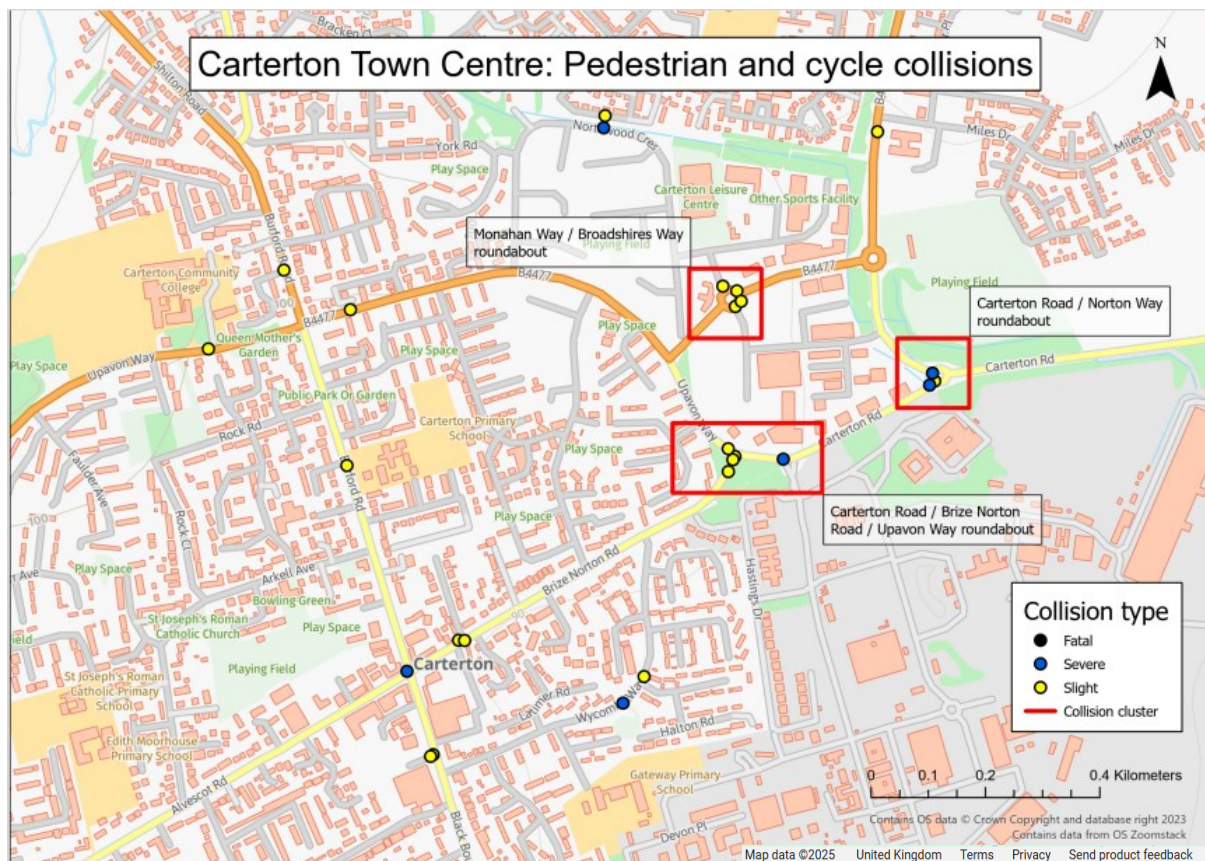


Figure 12: Carterton centre and hotspots (yellow - slight injury, blue – serious injury) (Oxfordshire County Council, 2025)

Common causes of ped and cycle collisions include:

- Motor vehicles failing to give way at junctions
- People cycling joining the carriageway from the foot/cycleway
- Motor vehicles not stopping at crossings
- People stepping into the road from behind parked vehicles

Ped and cycle collision hotspots and collision causes:

- Carterton Road/ Brize Norton Road/ Upavon Way roundabout – cars failing to give way/ space to people cycling
- Carterton Road/ Norton Way roundabout - cars failing to give way/ space to people cycling; cycles entering carriageway from footway/ cycleway
- Monahan Way/ Broadshires Way roundabout – cars failing to give way/ space to people cycling; people cycling not taking dominant position in road leading to confusion for drivers

Potential improvements based on collisions:

- Continuous footways across junctions- particularly in town centre – that require drivers to stop for people walking and cycling

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- More crossing on Alvescot Road to support school journeys
- Upavon Way cycle route for school journeys
- Protected space for people cycling at roundabouts
- Continuous protected cycle space from footway/ cycleway to carriageway

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9. Carterton Town Council road safety concerns

9.1. Formal road crossings

Carterton Road Safety Working Group, formed of town councillors and residents, have identified a need for more formal crossings to support journeys to nursery and school.

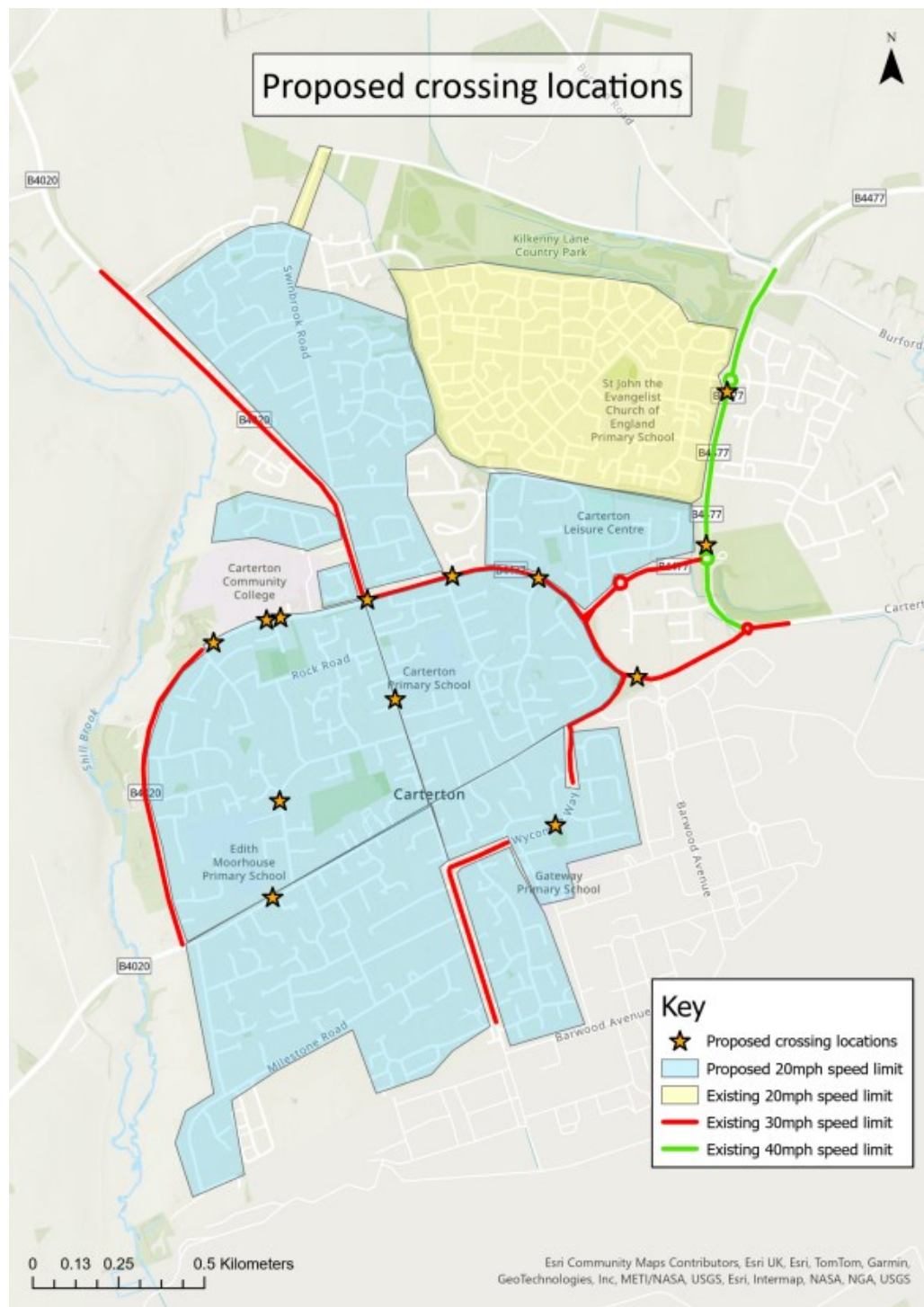


Figure 13: Proposed crossing locations (OCC using data sourced from Carterton Road Safety Working Group, 2024)

9.2. Speeding

Speeding has been identified as an issue on Milestone Road, Alvescot Road and Corbett Road by the Road Safety Working Group. Whilst a 20mph limit is being introduced, traffic calming is considered necessary to reinforce the speed limit.

9.3. Cycle routes

Students at Carterton Community College and residents have suggested additional cycle paths/ connections to support Carterton. In Figure 14 existing cycle paths are marked in red, suggested additional paths are marked in blue and connecting cycleways are marked in orange. Witney Road and Brize Norton Road to Minster Lovell have been identified as key connections to the surrounding area that are currently unsafe for cycling. It is noted as a community aspiration to improve the cycle and walking connectivity between Carterton, Minster Lovell, Curbridge and Brize Norton.



Figure 14: Carterton community existing and proposed cycle routes (OCC using data from Carterton Road Safety Working Group, 2024)

10. Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT)¹² is a web-based tool developed by the Department of Transport (DfT) designed to estimate the potential number of people cycling for future commutes based on route length and slope gradient. The PCT shows both baseline data from the 2011 travel to work Census data and future targets to estimate how cycling could change under different scenarios in the future. It should be noted that as this data is based on the 2011 travel to work data, it does not consider trips for any other purposes (leisure cycling is addressed in Strava data below). Additionally, trips to developments that have been built since 2011 or are earmarked for development in the future are not included.

10.1. Baseline Data

The baseline data from the 2011 census indicates the current number of cycling commuters in Carterton. The most cycled routes for commuting trips are shown, providing insight into historic cycling patterns.

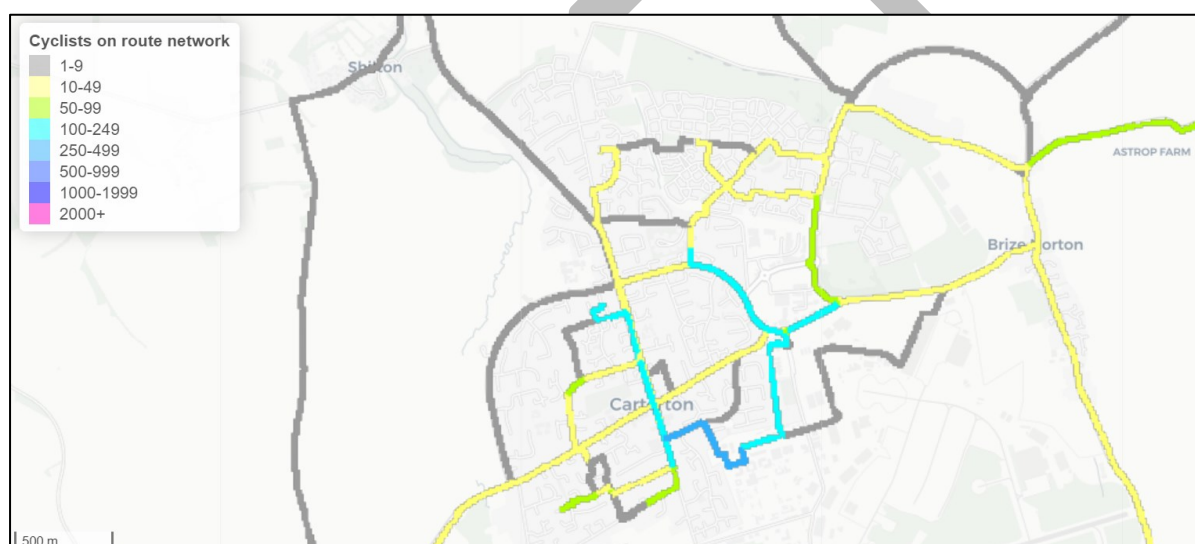


Figure 15 - Propensity to Cycle - Baseline data (Census, 2011)

Key cycling routes include:

- Wycombe Way / Netheravon Way (which has historically been a connection between RAF Brize Norton and Carterton town centre) – 250-499 cyclists
- Burford Road / Black Bourton Road (around the town centre) - 100-249 cyclists
- Upavon Way (east of Burford Road) - 100-249 cyclists
- Oakfield Road / Milestone Road – 50-99 cyclists
- Witney Road (most likely commuters cycling to / from Witney) - 50-99 cyclists
- Monahan Way - 50-99 cyclists

¹² Propensity to Cycle Tool (2011 Census data) – Carterton Propensity to Cycle Tool - [Propensity to Cycle Tool - Oxfordshire \(pct.bike\)](https://pct.bike/)

10.2.Future Scenario

The PCT also highlights routes with the greatest potential for growth in the number of people cycling, based on four scenarios:

1. ‘Government Targets (equality)’

This scenario models DfT’s ambition to double cycling in England between 2013 and 2025. Key routes in Chipping Norton with the highest potential for increased cycling include:

- Witney Road and links towards Brize Norton / Witney
- Upavon Way (immediately east of the junction with Burford Road)
- Ashfield Road

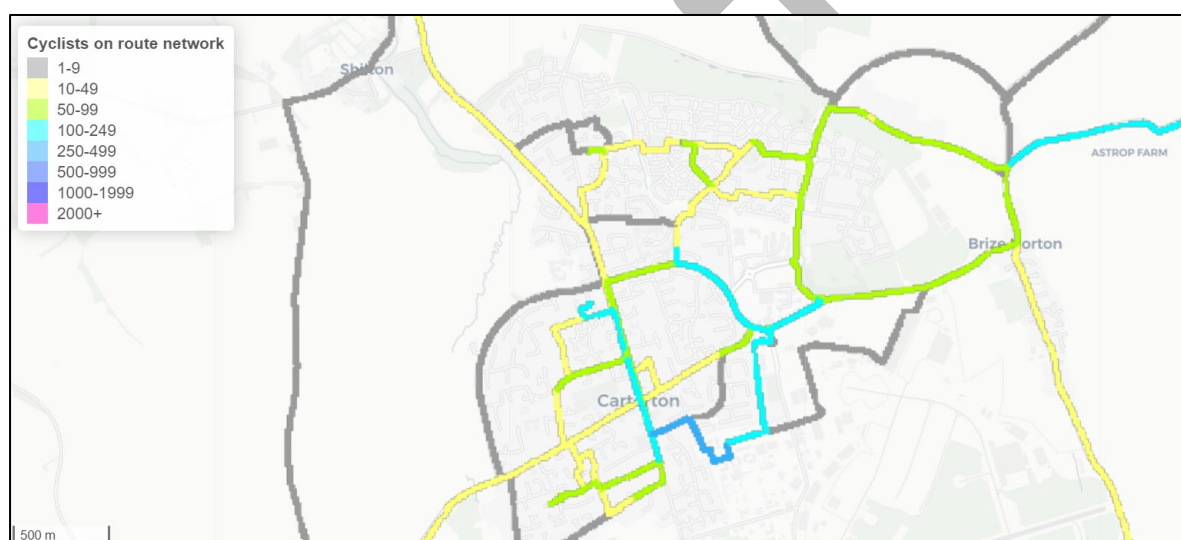


Figure 16 - PCT – Government Targets (Census, 2011)

2. Gender Equality

This scenario models a situation where gender differences in cycling are eliminated. In Carterton, this would increase the number of women cycling on key routes such as:

- Burford Road (north of the junction with Upavon Way)

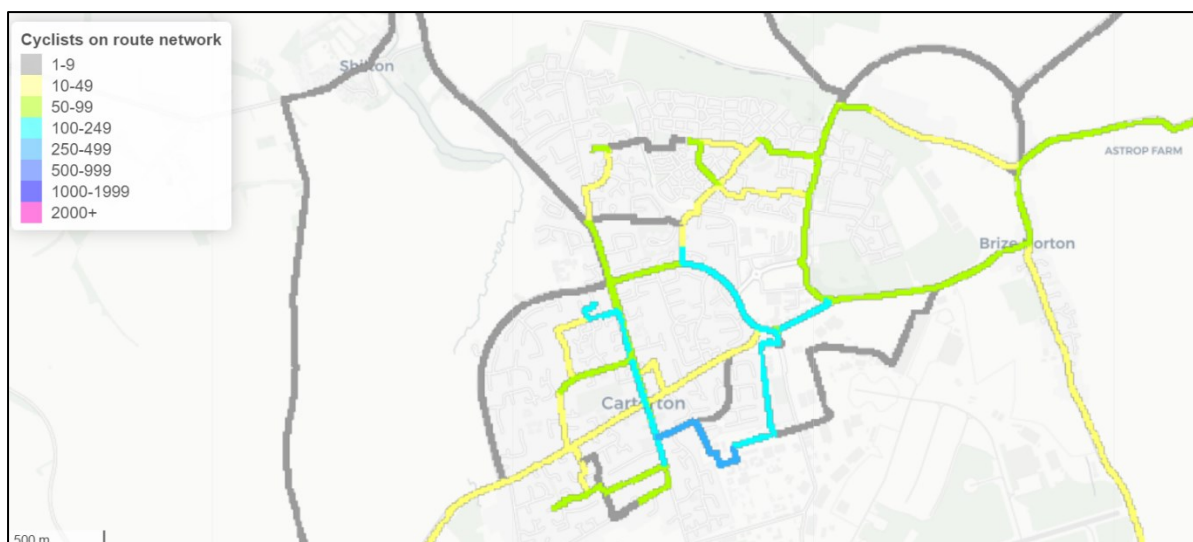


Figure 17 – PCT - Gender Equality (Census, 2011)

3. Go Dutch

This scenario envisions investment in cycling infrastructure to Dutch standards, accompanied by a cultural shift towards cycling. Significant increases in cycling would occur on:

- Wycombe Way / Netheravon Way
- Burford Road / Black Bourton Road
- Alvescot Road
- Brize Norton Road
- Upavon Way
- Oakfield Road / Milestone Road
- Witney Road / Carterton Road
- Monahan Way
- Ashfield Road

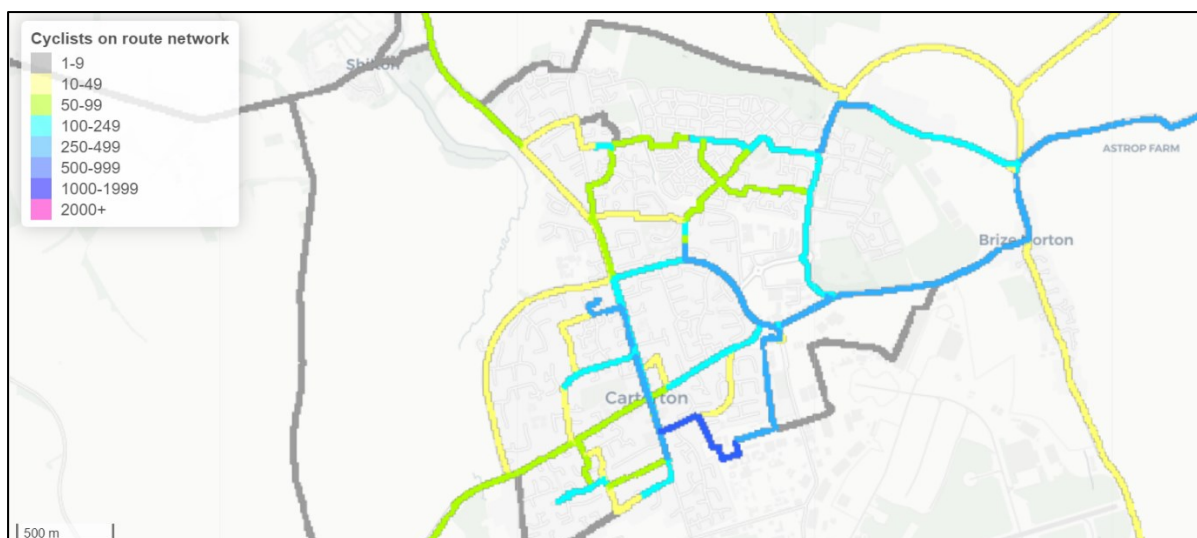


Figure 18 - PCT - Go Dutch (Census, 2011)

4. E-bike

This scenario projects the impact of widespread e-bike adoption, as an extension of the 'Go Dutch' scenario. E-bikes would further increase cycling, particularly on routes with steeper gradients and longer distances:

- Witney Road / Carterton Road
- B4477
- Shilton Road
- Brize Norton Road
- Station Road
- Teasel Way
- Bluebell Way

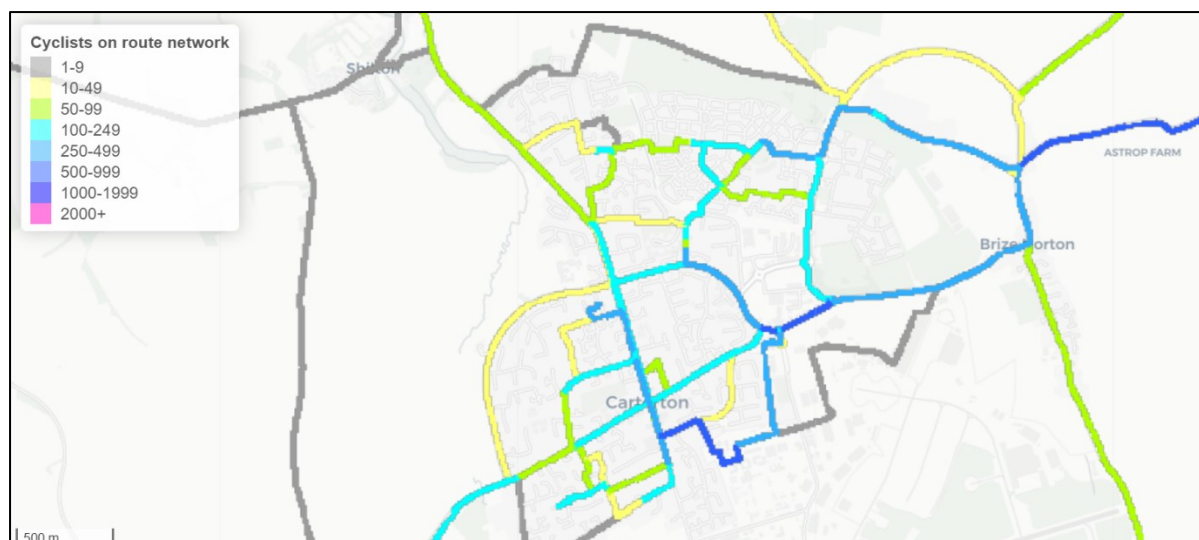


Figure 19 - PCT - E-bikes (Census, 2011)

11. Leisure Modal Split

The leisure walking, running, hiking and cycling maps below indicate some of the pathways that people access in and around Carterton, based on data obtained from Strava. The white routes indicate the most used routes, followed by yellow and orange. In all instances, Upavon Way, Brize Norton Road, Burford Road, Alvescot Road, Shilton Road, Swinbrook Road, Monahan Way, Carterton Road and links to and around Kilkenny Country Park are most commonly traversed for leisure activities.

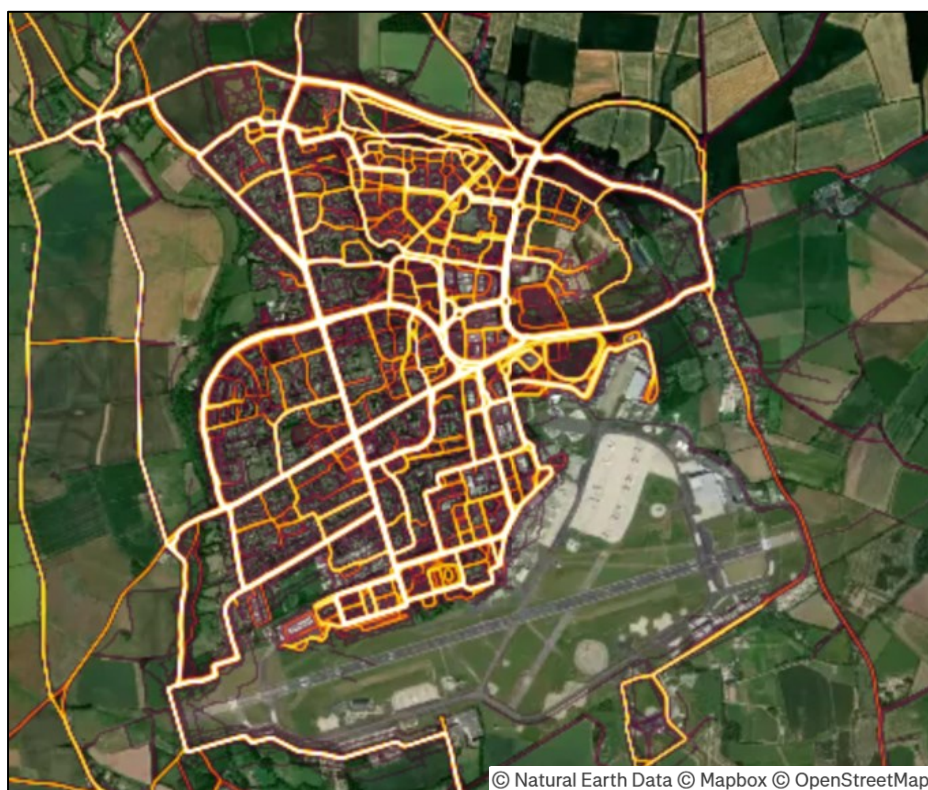


Figure 20 - Leisure Running (Strava, 2024)

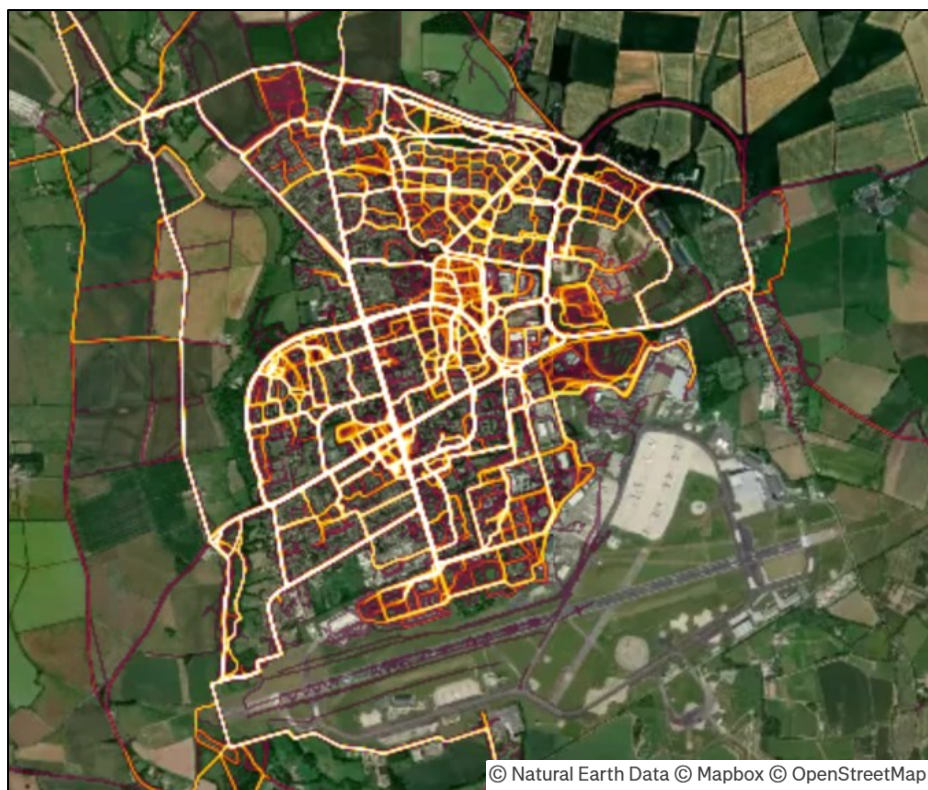


Figure 21 - Leisure Walking (Strava, 2024)



Figure 22 - Leisure Cycling (Strava, 2024)



Figure 23 - Leisure Hiking (Strava, 2024)

The Strava map indicates that there is a hiking link between Burford and Carterton the follows a PRow Footpath between Carterton and Shilton and PRow Bridleway / Footpath between Shilton and Burford. This is the most common long distance walking route starting/ ending in Carterton.

12. Trip Generators

12.1. Carterton trip generator examples

There are a range of trip generators in Carterton including schools, employment sites (including RAF Brize Norton), health facilities, sport and recreation facilities, community facilities (including the Library and Town Hall), and bus stops. These are indicated in Figure 24 and listed below, but this is by no means an exhaustive list.

Health

- The Carterton Health Centre
- Broadshires Health Centre
- Tremain Veterinary Group – Carterton
- Medivet Carterton
- Carterton Veterinary Surgery
- David Stone Medical Centre

Retail

- Carterton Town Centre
- Marigold Square Local Centre
- Brize Meadow Local Centre

Employment

- RAF Brize Norton
- Ventura Park industrial estate
- South Carterton Industrial Estate
- West Oxon Business Park

Education

- RAFAkidz Brize Norton
- Little Giants Nursery
- Co-op Childcare Carterton
- Edith Moorhouse Primary School
- St Joseph's Catholic Primary School
- Carterton Primary School
- Gateway Primary School
- St John the Evangelist Primary School
- Brize Norton Primary School
- Carterton Community College

Community facilities

- Town Hall
- Women's Institute Hall

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- Carterton Library
- Churches
 - St Joseph's Catholic Church
 - The Sanctuary
 - St John the Evangelist
 - Horizon Church
 - Father's Touch
- Thames Valley Police Station
- Carterton Social Centre at Browns Hall
- Carterton Community Centre
- Millennium Amenity Centre
- Carterton Family Centre
- Bus stops

Recreation/ green spaces

- Stanmore Crescent play area
- Carterton Squash Club
- Kilkenny Lane Country Park
- Carterton Football Club
- Kilkenny Road / Swinbrook Road Allotments
- Elmhurst Way Allotments
- Hazel Copse
- Martial Arts School
- Carterton Gymnastics Club
- Carterton Soft Play and Trampoline Park
- Carterton Leisure Centre
- Brize Meadow Play Area
- Thornhill Recreation Ground (Trefoil Way Play Area)
- Carterton Skate Park
- Sports pitches
- Carterton Bowls Club
- The Sanctuary Community Garden
- Willow Meadow
- Halton Road Play Area
- Carterton Recreation Ground
- Carterton Pavilion
- Blackthorn Green
- REEMA
- Green space near Elmhurst Way
- Green space near Norton Way

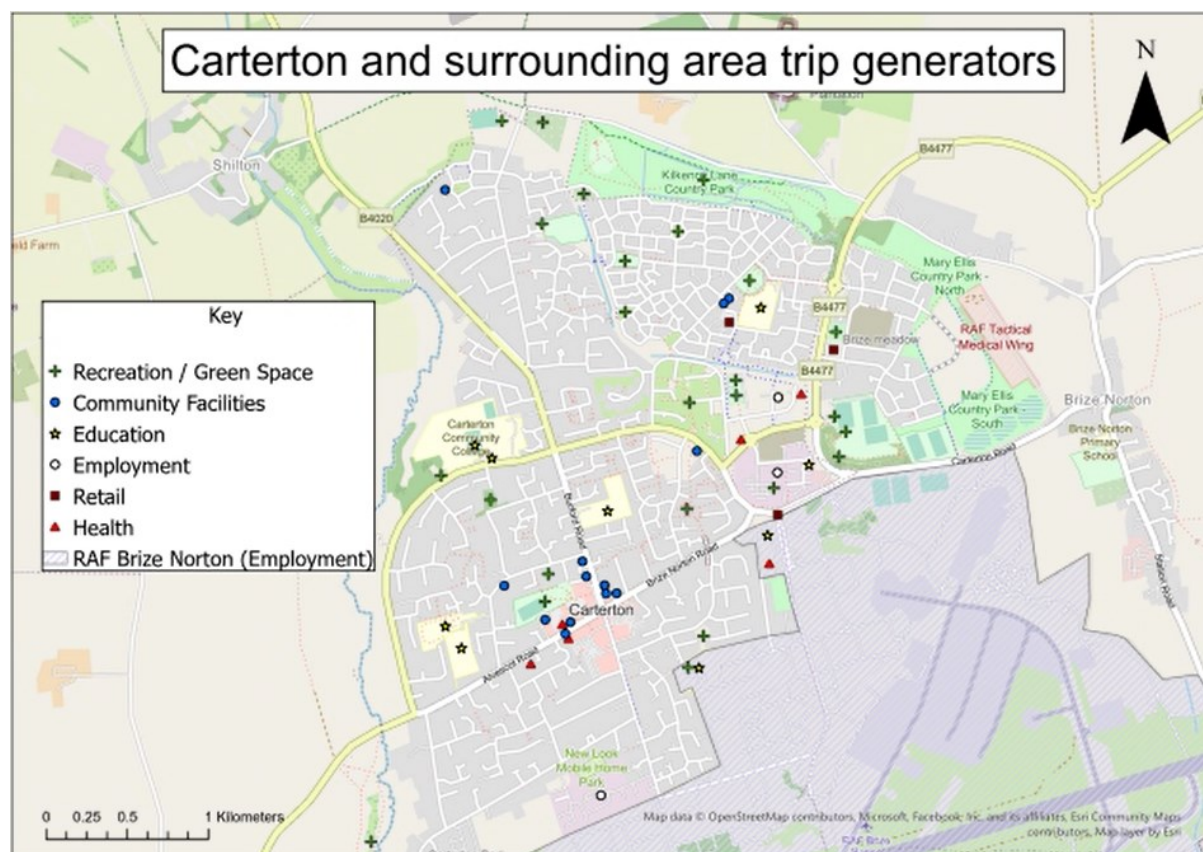


Figure 24 - Trip generator map

12.2. Carterton schools origins and destinations

Data collected in October 2024 (from OCC's Performance and Information Team) reveals the home location of pupils who attend school in Carterton and Brize Norton. Most pupils who attend these schools live in Carterton and Brize Norton, but all schools attract pupils from the surrounding villages and towns. Whilst some schools are served by school buses for pupils living in outlying towns and villages, this is not an option for most schools. As these towns and villages are outside the typical 2km walking distance and cycling routes are not deemed safe, it is likely that pupils from these areas travel to school by private motor vehicle.

Carterton Community College pupil origins

- Carterton
- Brize Norton
- Bampton
- Clanfield
- Black Bourton
- Alvescot
- Broadwell
- Filkins
- Burford

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- Fullbrook
- Asthall Leigh
- Minster Lovell
- Witney
- Stanton Harcourt
- Chipping Norton
- Milton (Abingdon)
- Swindon

There is a school bus for pupils from Bampton, Clanfield, Black Bourton, Alvescot, Filkins, and Burford.

St Joseph's Catholic Primary School pupil origins:

- Carterton
- Bampton
- Clanfield
- Watchfield
- Shrivenham
- Langford
- Alvescot
- Stonesfield
- Northleach

Edith Moorhouse Primary School pupil origins:

- Carterton
- Clanfield
- Bampton
- Highworth
- Witney
- Minster Lovell

Gateway Primary School pupil origins:

- Carterton
- Brize Norton
- Bampton
- Clanfield
- Witney
- Minster Lovell

Carterton Primary School

- Carterton
- Burford
- Fulbrook
- Witney
- Standlake
- Watchfield

There is a school bus for pupils from Watchfield and Shrivenham

St John the Evangelist CofE Primary School pupil origins:

- Carterton
- Brize Norton
- Burford
- Alvescot
- Black Bourton
- Bampton
- Witney
- Minster Lovell

Brie Norton Primary School

- Brize Norton
- Carterton
- Bampton
- Witney
- North Leigh

Table 5: School travel data

(based on 2011 Census data from the Propensity to Cycle Tool)¹³

School	Total number of pupils	Proportion of pupils cycling to school	Proportion of pupils driven to school
Gateway Primary School	258	12%	21%
Edith Moorhouse Primary School	224	6%	31%
St Joseph's Catholic Primary School	91	1 to 5 people	44%
Carterton Primary School	230	3%	18%
St John The Evangelist Primary School	384	4%	19%
Brize Norton Primary School	109	1 to 5 people	56%
Carterton Community College	576	8%	6%

¹³ [Propensity to Cycle Tool](#)

13. Public Rights of Way

Within the bounds of Carterton there is one public rights of way (PRoW) (reference: 143/3/10). This runs from Carterton Road to Burford Road and provides connections to Miles Drive and Bellinger Way which lie within new housing estates.

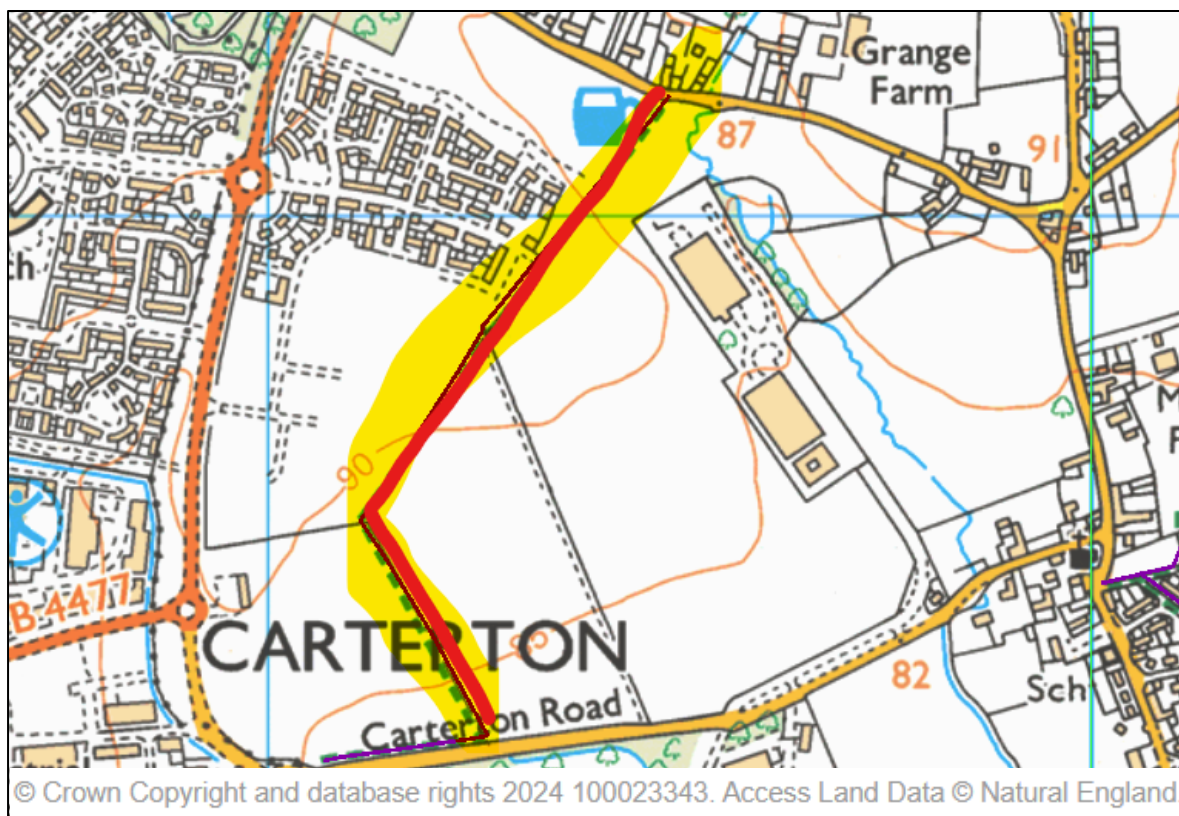


Figure 25: Carterton PRoW between Carterton Road and Burford Road (OCC Countryside Access Map)¹⁴

A second short PRoW (reference: 151C/3/10) lies to the north of Carterton, connecting Stocks Walk with Saffron Crescent.

¹⁴ [Oxfordshire County Council Countryside Access Map](#)

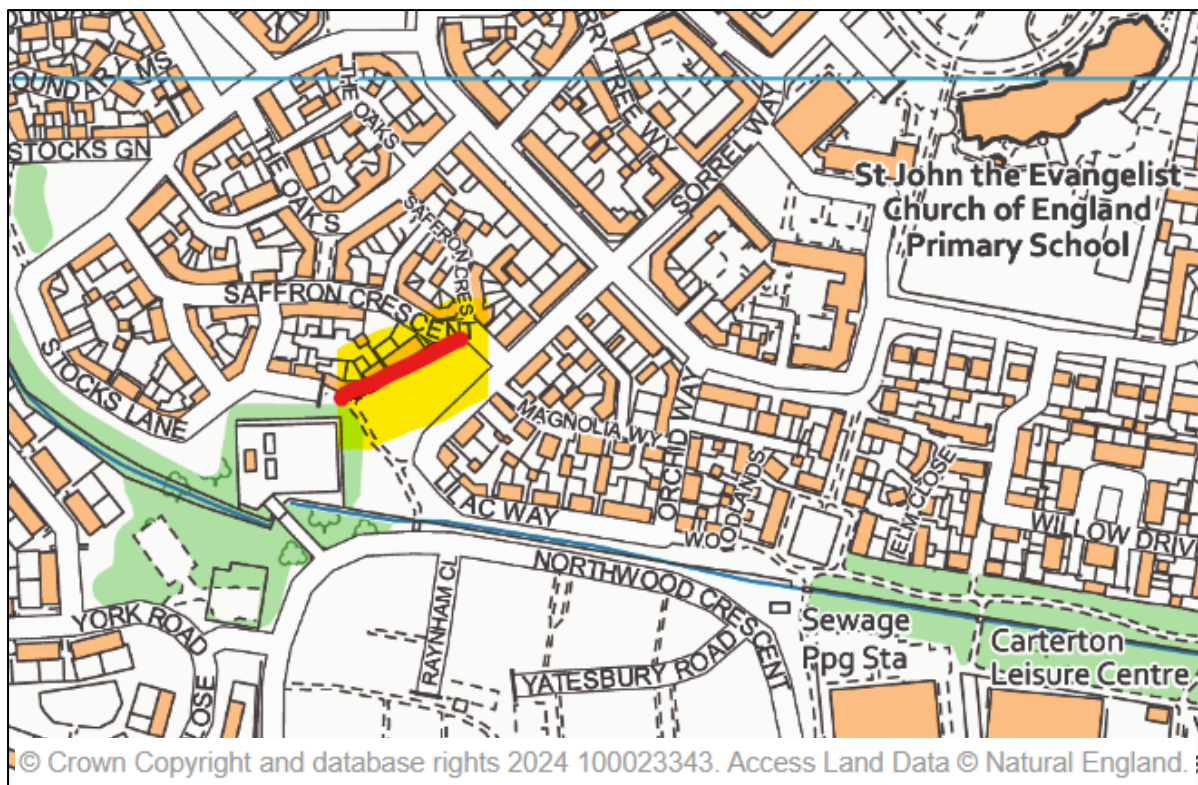


Figure 26: Carterton PRoW Stocks Lane to Saffron Crescent (OCC Countryside Access Map)¹⁵

Another PRoW (reference 151C/2/10) connects a path along Shill Brook (non-PRoW) to the B4020 Shilton Road.

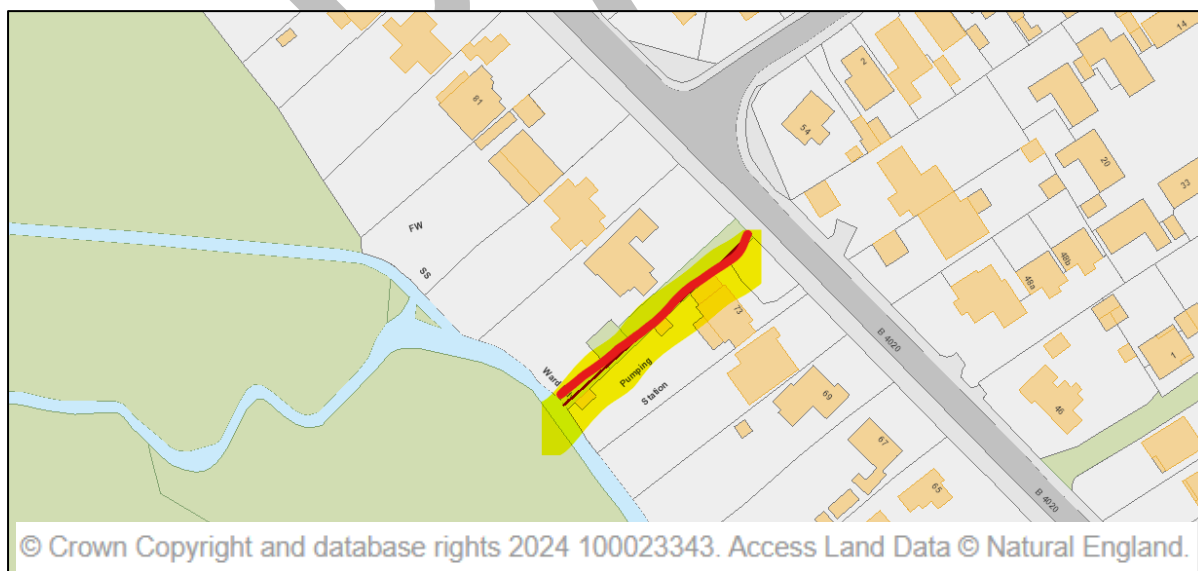


Figure 27: Carterton PRoW Shill Brook to Shilton Road (OCC Countryside Access Map)¹⁶

¹⁵ See reference 27

¹⁶ See reference 27

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Carterton is surrounded by PRowS that provide connections to neighbouring villages – Shilton, Brize Norton and Alvescot. Cycling is not permitted on these routes, but upon reaching Shilton and Alvescot cycling is permitted to villages further afield.

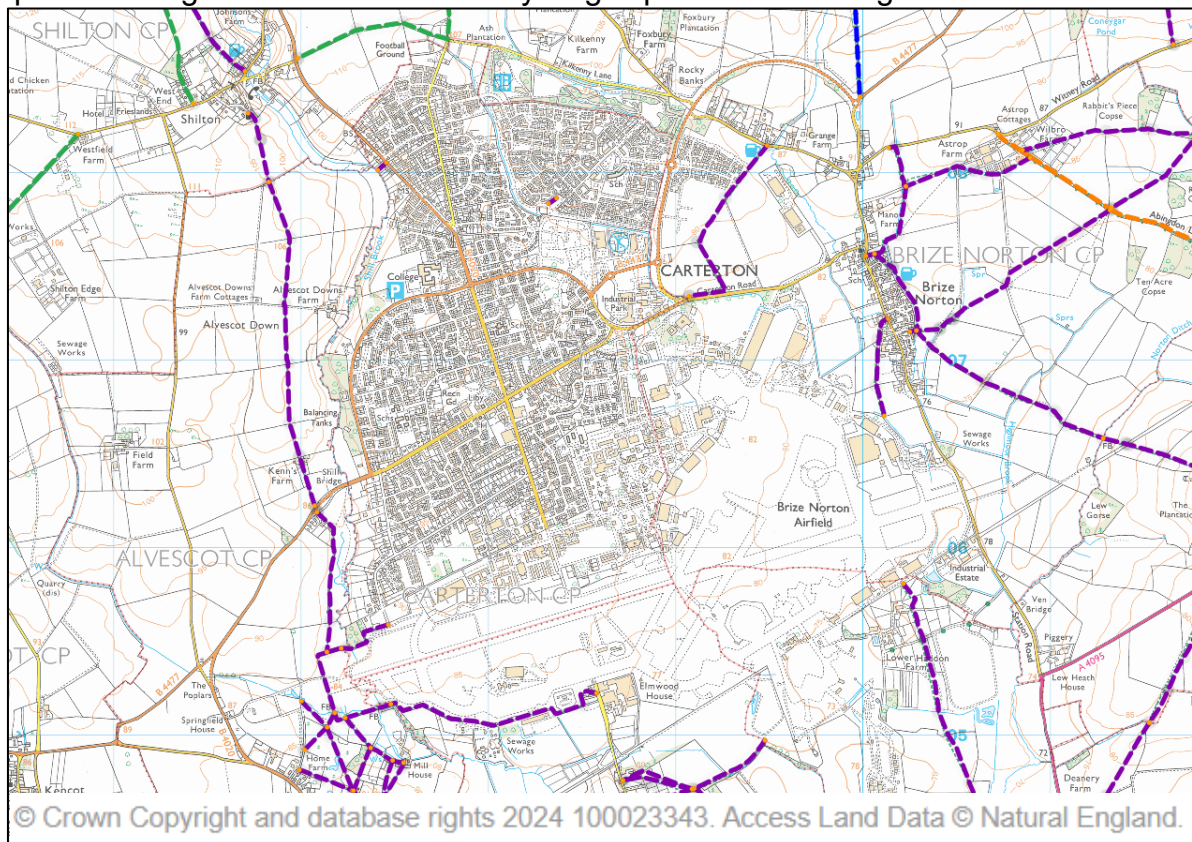


Figure 28: PRowS network beyond Carterton (OCC Countryside Access Map)¹⁷

¹⁷ See reference 27

14. Public transport

14.1.Existing bus services

Table 6: Existing bus services Carterton

Bus service number/ operator	Bus service route	Frequency
Stagecoach S1	Carterton – Witney – Eynsham – Oxford	Every 20 minutes from 06:00 – 19:00 and twice hourly from 19:00 – 23:30 with additional twice hourly services on Friday (early morning)
Pulhams 19	Carterton – Witney (via southern villages including Alvescot and Bampton)	Hourly from 06:20 – 20:00 excluding Sunday
Pulhams 64	Witney – Carterton – Burford – Swindon	4 times a day excluding Sunday
West Oxfordshire Community Transport ¹⁸ – Carterton Connector (345/355)	North and south of Carterton with Carterton Town Centre	Hourly 09:00 – 13:00 Tuesday – Saturday and hourly 09:00 – 16:30 Thursday

14.2.Bus improvement programme summary

Bus improvement plan (June 2024)¹⁹:

New and enhanced services

- Witney – Carterton – Swindon (64);
- Carterton – Oxford (express service) (SX1);

Other relevant bus improvements

- Countywide traffic signals upgrades
- Countywide real time passenger information improvements
- A discounted bus travel product for young people
- New countywide bus ticket valid on all services
- £1 bus fares on Sundays in December 2023 and 2024
- Travel to work/journey planning with employers

Recent S106 improvements

- 6 new shelters installed in Carterton – 2 with Real Time Information.

¹⁸ [West Oxfordshire Community Transport](#)

¹⁹ [Oxfordshire Bus Service Improvement Plan](#)

15. Engagement summary

Between December 2024 and March 2025 Oxfordshire County Council ran an engagement exercise on Let's Talk Oxfordshire that asked residents and visitors in Carterton to drop a pin on a map to indicate an issue with walking and/ or cycling infrastructure in Carterton. In total 95 pins were dropped, 48% of these were to indicate a 'safety concern', 38% were to indicate an 'improvement needed', and 12% indicated an 'other issue'. These comments have been analysed and used to inform the LCWIP.

Some comments relate to maintenance issues; as the LCWIP does not address maintenance issues these have been passed onto the OCC maintenance team and registered on Fix My Street. Comments were also received about parking and motor vehicle movements; where this does not directly relate to walking and cycling these points have not been addressed in the LCWIP but will be considered in the emerging Carterton Movement and Place Strategy.

Table 7: Pin drop exercise comments consolidation

Location	Issue(s)
Black Bourton to Carterton	Lack of footways and cycleways
Willow Meadow (Alvescot Road from Monahan Way junction) (accessing nature)	Narrow footway and speeding
Corbett Road	No footpath on east side forces people to walk in the road
Alvescot Road (alleyway between Hammett Place and Alderley Close)	No crossing for people walking
Wycombe Way	Traffic speed and route used as a cut through, crossing on bend reduces visibility
Town centre crossroads	Traffic congestion Unfriendly environment for people walking due to traffic speed and limited crossings People cycling on footways causing conflict with people walking
Arkell Gardens	Narrow and uneven footway leading to recreation ground
Burford Road	Parents/ carers of children from Carterton Primary School waiting for children in cycleway
Upavon Way	Road condition very poor (potholes and drains) affecting cars and people cycling No crossing (or lighting) to skate park



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	<p>Poor walking and cycling routes to school/ from traffic lights to small roundabout (Burford Road to Alvescot Road junction)</p> <p>No safe crossing of Upavon Way at Northwood Crescent</p> <p>Footway narrow at signalised crossing south of junction with Monahan Way</p>
Upavon Way underpass	Regularly floods rendering it unusable
Northwood Crescent to Shilton Park	Lack of joined up walking and cycling network and associated wayfinding
REEMA north site	Footways in poor condition
Bluebell Way development	Improved connectivity to the town centre for walking and cycling required with supporting wayfinding
Bridge over the brook near Woodlands	Poor condition and routinely floods
Burford Way/ Upavon junction	Junction size means it takes a long time to cross
North of the B4477/ Monahan Way junction	Bus stops are not illuminated, which contributes to feeling unsafe particularly when crossing the road
Shilton Road/ Brizewood junction	<p>Cycling around the roundabout and accessing nearby cycleways is unsafe</p> <p>Unsafe crossing for people walking and cycling</p>
Shilton Road (north of Brizewood junction)	Pavement in poor condition and unlit
Park/ brook area between Strathmore Close, Speyside Close, Flax Crescent and Boundary Lane	Unlit leading to anti-social behaviour
Kilkenny Lane football club	Cycle provision on Burford Road does not extend to football club
Kilkenny Lane to Shilton	Improve footways to provide a link to the existing footway adjacent to the B4020 and with a new footway linking to Stonelands Lane provide a circular walking route in North Carterton
Brize Norton Road	<p>Lack of cycle provision between Shilton Park and Brize Meadow</p> <p>Footway missing on western side at northern extent of Brize Norton Road</p> <p>No streetlights between RAF Brize Norton main gate and Brize Norton Road (towards town centre)</p>
Carterton Road/ Brize Norton Road/ Upavon Way junction	Motor vehicles do not stop at crossing near Brize Norton Road, Carterton Road, Upavon Way junction

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	<p>Unsafe to cross</p> <p>Unlit</p>
Entrance to RAF Brize Norton	Challenging and unsafe for people walking to cross
Carterton Road	<p>Narrow footway between Carterton and Brize Norton</p> <p>Shared use footway/ cycleway feels unsafe</p> <p>No direct and protected cycle connection between Brize Norton and Carterton (westbound) forcing people cycling to cross a busy road twice</p> <p>Lack of crossing provision for people walking between Brize Norton and Carterton on Carterton Road at roundabout with Norton Way</p> <p>Motor vehicles often do not stop on zebra crossing on Carterton Road east of RAF entrance gate</p> <p>In vicinity of zebra crossing the footway is narrow and two wheelchairs/ prams struggle to pass</p>
Monahan Way	Lack of footway and cycleway provision and wayfinding between the edge of Brize Meadow and Monahan resulting in large detours
B4020 west of Upavon Way	High traffic speed makes crossing the road to the Water Meadow unsafe
Shilton Park	<p>Parked cars block footway and crossing points</p> <p>Narrow footways</p> <p>Ani social behaviour at bridges</p> <p>Lack of a marked walking and cycling route between Shilton Park and town centre</p>
Witney Road	No dedicated cycle provision makes the route unsafe for journeys to/ from Witney
Trefoil Way	Lack of crossing provision at junctions of Teasel Way and Sorrel Way for school journeys
Bluebell Way	No crossing making it unsafe to cross the road on school journeys
Teasel Way	Unsurfaced footway outside school floods and is muddy
Home Close to Airplay Park	Unsurfaced footway (muddy)
Black Bourton Road	People forced to cross directly over roundabout due to misaligned dropped kerbs

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Lord Close and Robinson Close	Inconsiderate and obstructive parking from football pitches off Upavon Way
RAF Brize Norton	Unsafe for vehicles turning into RAF Brize Norton
Willow Drive	Uneven footway presenting a trip hazard

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