

**Planning Committee**

<b>Title:</b>	<b>LCWIP Working Group Update</b>
<b>Date:</b>	<b>10 December 2024</b>
<b>Contact Officer:</b>	<b>Becky Reid, Environmental Project Officer</b>

**Purpose of Report**

1. To inform the committee about progress made by the LCWIP Working Group (LCWIP-WG) since 10 December 2024.

**Update from OCC Steering Group meeting**

2. Since the last report to the Planning Committee (October 2024) there have been no meetings of this working group. However, a meeting of the OCC led steering group did take place on 21/11/24 and below is a high level report of the content of this meeting.
3. The meeting drew together the key stakeholders OCC had invited to participate and, from Thame, included Cllr Helena Richards, TTC Environmental Project Officer – Becky Reid, Cathy Gaulter Carter (who was instrumental in the creation of the Phoenix Trail and is a keen local cyclist), Rich Henderson from Thame Green Living. Other participants included the consultants leading on the work, SODC and OCC Councillors, Officers from the OCC Highways team, OCC Travel planners and others.
4. Thame’s LCWIP is currently between Stages 2 (Gathering Information) Stages 3&4 (Network planning for walking and Cycling). Shown on the diagram here.



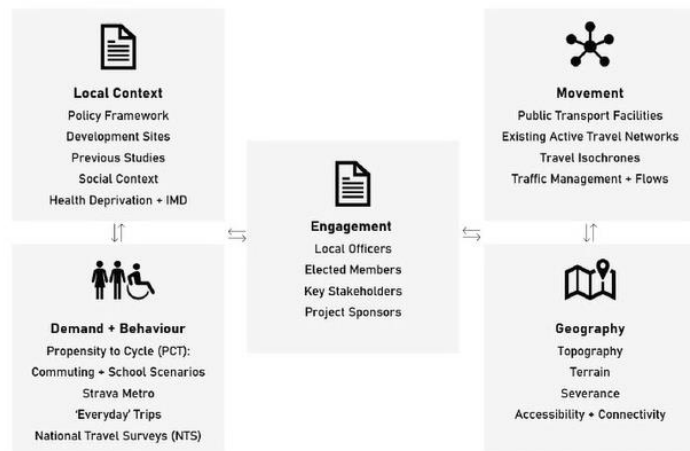
- Details of work completed as part of ‘Stage 2: Data Collection’ were shared. Primarily this focused on the work around the Map & Pin consultation exercise. With 696 comments submitted, the response rate was great – one of, if not THE best response rate across Oxfordshire. Other research was also shared.

The data collection stage analyses various types of data to understand existing and potential demand for walking and cycling, barriers and opportunities, geographic context and sociodemographic context.

The following slides show our work to date on Stage 2, including analysis of:

- Census + sociodemographic data
- Terrain and elevation
- Severance features + barriers to movement
- Traffic porosity
- Commuting demand using the propensity to cycle tool
- Demand for “everyday trips”
- Leisure demand using Strava data
- Combined demand analysis

Stage 2: Data Collection



- Heat maps to show where the areas with most comments were then shared, highlighting the locations that received some of the most comments. These included the town centre, the crossing for the A418 and the Greenway route to Haddenham. When comments were split between areas needing **improvements** vs those with a **safety risk**, there was a concentration of improvements identified within the town centre, with safety risks being more focused on travelling out of Thame to connecting areas. You can still see the results of the Map and Pin exercise here:

<https://letstalk.oxfordshire.gov.uk/thame-lcwip/maps/thame-lcwip-area-map#marker-72440>

- The consultants will now further analyse this data. They will look at the ‘desire lines’ for active travel, as well as use evidence from platforms such as Strava and modelling using tools such as the ‘Propensity to Cycle’. <https://www.pct.bike/>.

The diagram shows the key tasks required in Stage 3+4.





The focus of Stages 3 and 4 will be the development of the preferred cycling and walking networks to be audited on site.

The slides also provide an overview of the audit tools that will be used to assess the current conditions for walking and cycling along these routes. The results of this auditing process will inform the design recommendations.

Stages 3 + 4: Network Planning for Walking + Cycling



8. The consultants will now use this desk-based evidence, combined with the local knowledge gained through the Map & Pin exercises to develop Route Typologies – Primary, Secondary, Restricted and Future.

Route Type	Description	Example
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.	

9. From these they will create draft maps that will come back to us for feedback. They will then go on to test the routes on the ground – both cycling and walking them – to make sure that what they have mapped on paper is in line with reality.

10. Estimated timescales & next steps are outlined below.

Stage 3+4 Tasks	Estimated Date
Translate straight line network into route alignments <a href="#">Share draft route alignments with the steering group as an interactive map</a>	December 2024
Confirm route alignments Visit study area to carry out on-site audits	January 2025
Summarise + present auditing results and begin process of identifying design recommendations <a href="#">Steering Group Meeting 3</a>	February 2025

### Action Required

- i) To note the report**