



SHROPSHIRE COUNCIL

LCWIP Appendix:
Oswestry



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1 Introduction

This appendix summarises the process of identification of the cycle network and Core Walking Zones (CWZs) for Oswestry, including setting out in detail the network planning and prioritisation stages of the Shropshire LCWIP as relevant to Oswestry.

1.1 Oswestry Context & Study Area

Oswestry is a historic Market Town in the west of the county, 8km from the Welsh border, and has a rich history with some parts dating back to the Iron Age. It has a shared English and Welsh heritage and is the second largest town in Shropshire.

1.1.1 Population

The population of Oswestry is 18,700 (ONS, 2015). Oswestry’s population is 48.5% male and 51.5% female. The age profile of Oswestry aligns with the profile of the wider county, falling within a 2% range when compared to data from Shropshire. This additionally extends to both the regional and national average, with 61.5% and 62.5% of the population being of traditional working age (16-64) for the West Midlands and Great Britain respectively compared to 63% in Oswestry Figure 1-1.

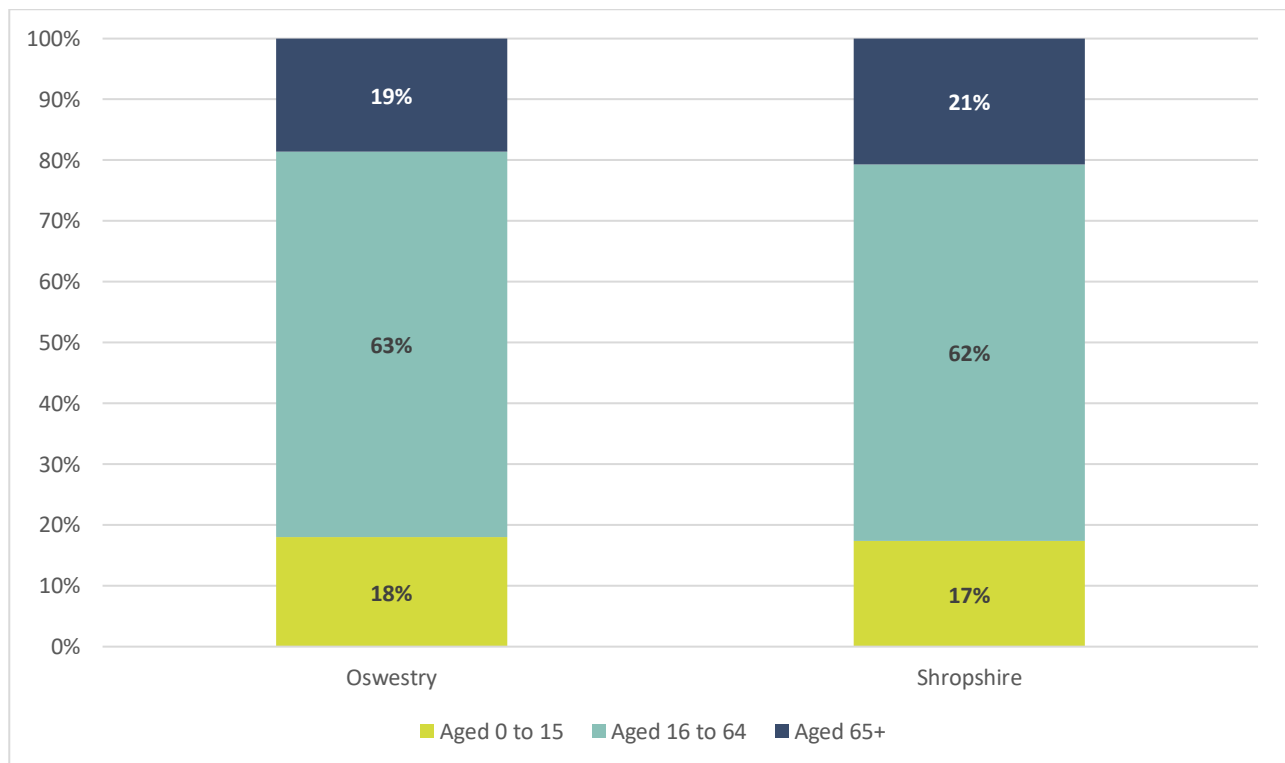


Figure 1-1: Demographic Profile of Oswestry Compared to Shropshire

1.1.2 Population Density

The majority of the town and surrounding area has relatively low population density, with pockets of higher density (up to 10,000 per km²) being recorded in the town centre and to the east of the town (see Figure 1-2).

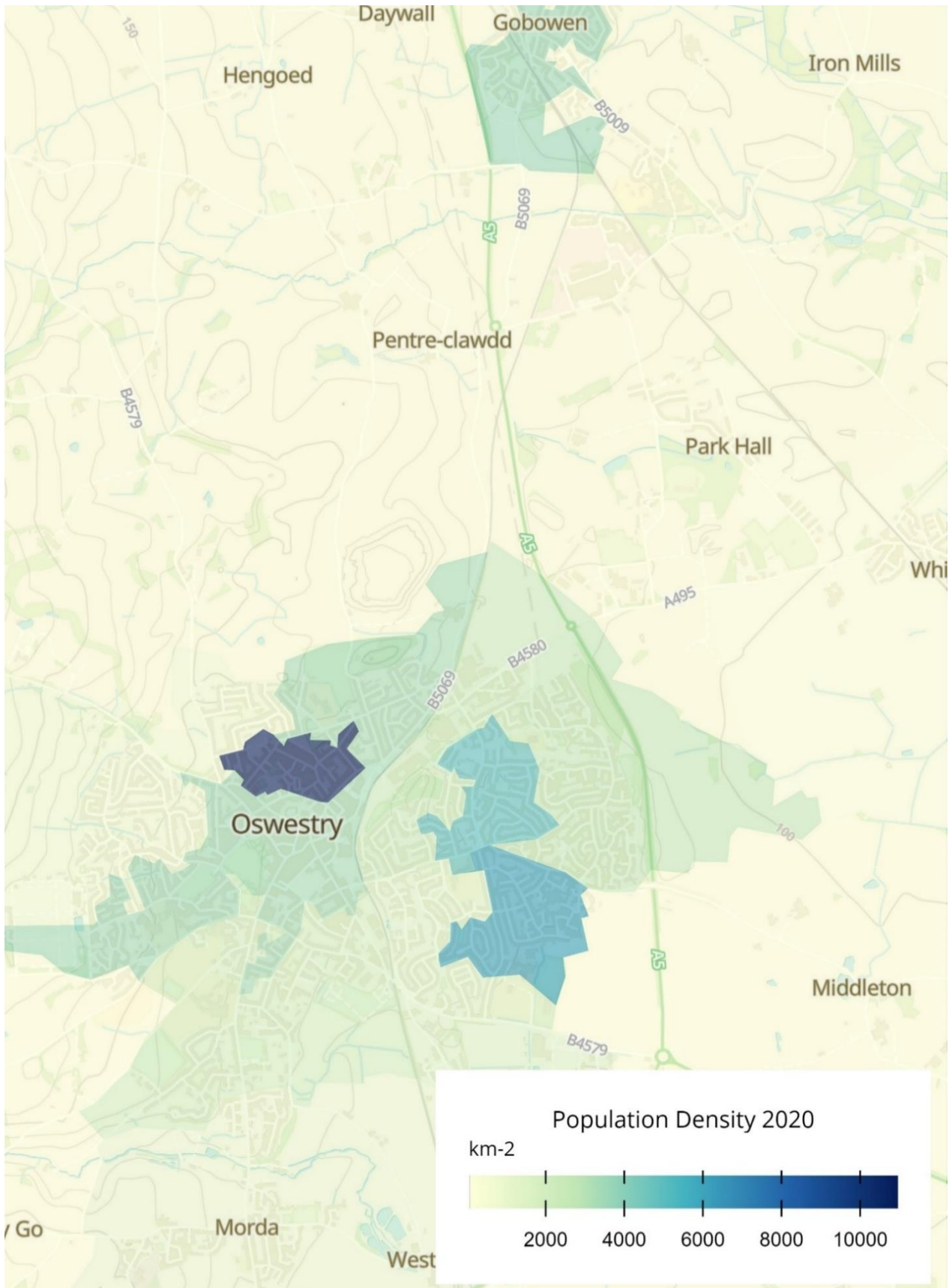


Figure 1-2: Population Density around Oswestry

1.1.3 Deprivation

Oswestry is characterised by a mix of deprivation levels. Oswestry’s town centre has high levels of deprivation, it is bordered by areas some areas of very low deprivation. On average, the areas surrounding Oswestry are of a medium level of deprivation (see Figure 1-3).

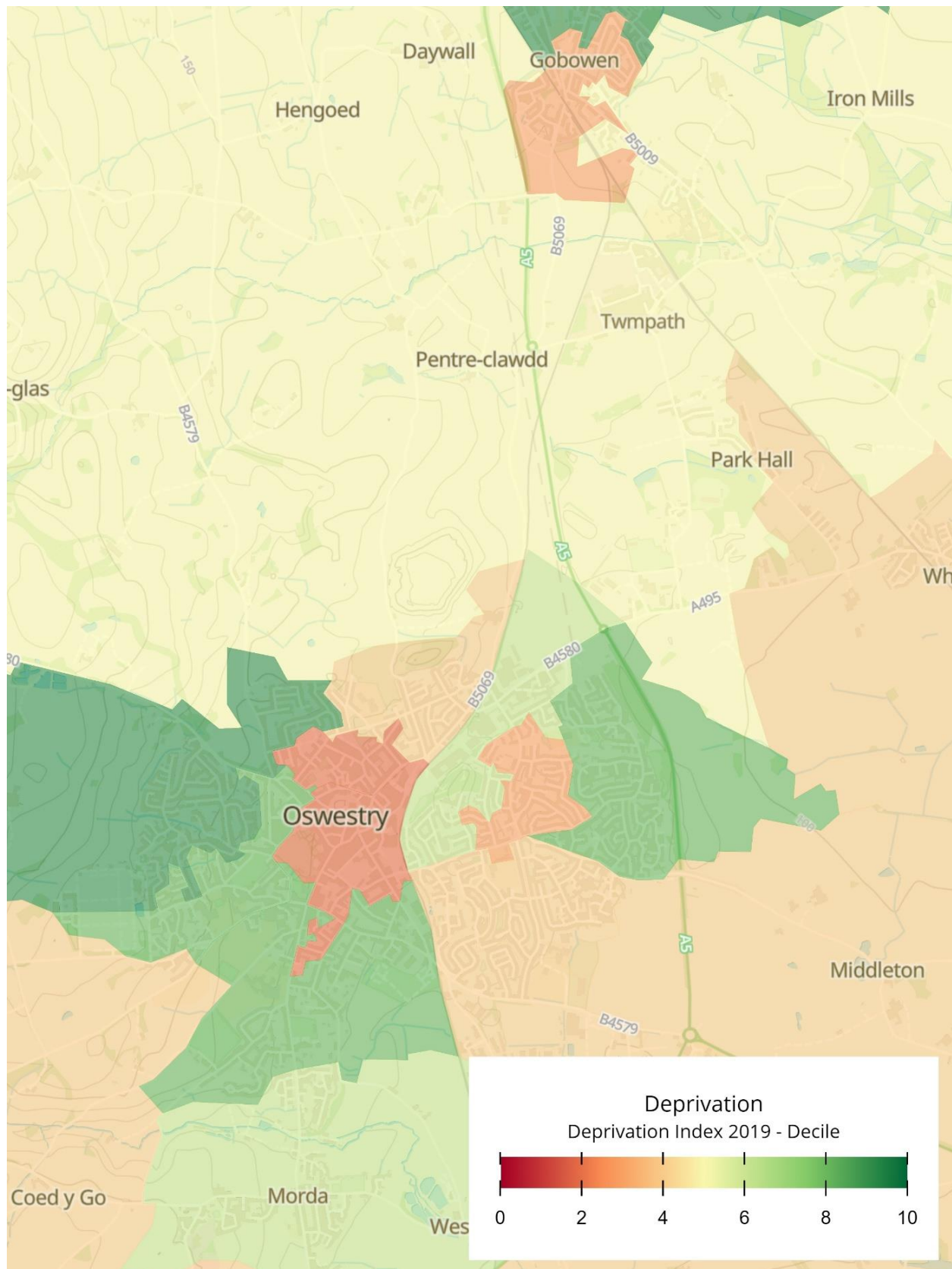


Figure 1-3: Deprivation indices around Oswestry

1.1.4 Mode Share – Travel to Work

The mode share for commuting (Nomis, 2011 shows that there is a slightly higher mode share for walking to work (18%) when compared to Shropshire as a whole (13%) (Figure 1-4). This may reflect the compact walkable nature of Oswestry.

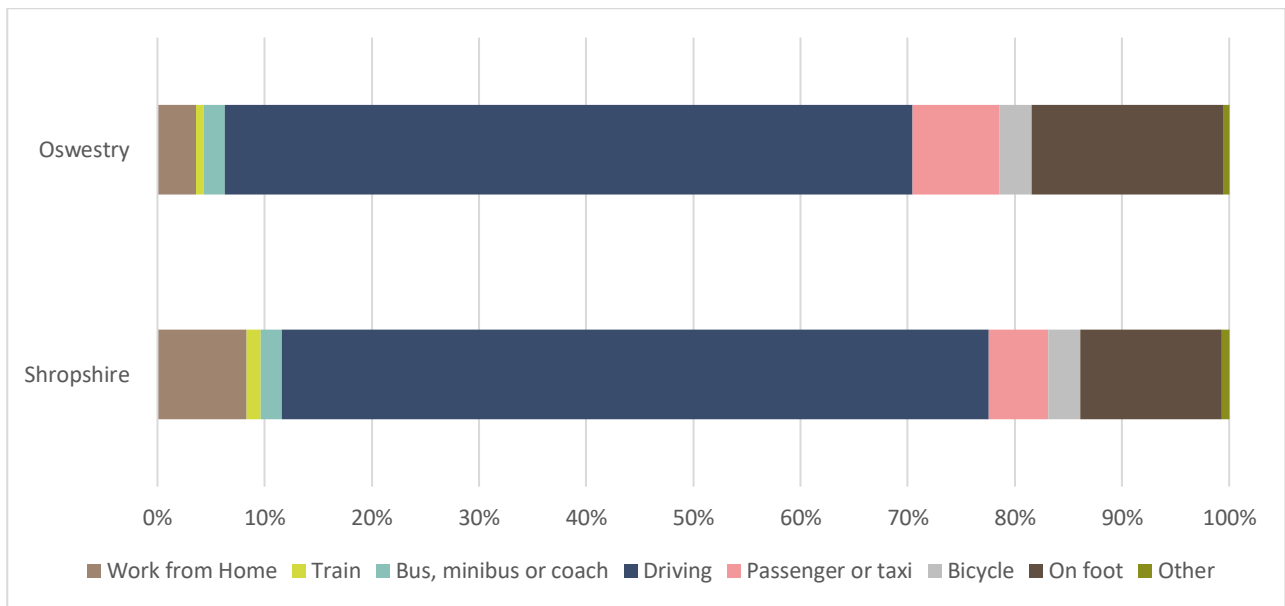


Figure 1-4: Commuting Mode Share in Oswestry Compared to Shropshire

A third (33%) of Oswestry residents’ commutes are under 2km, 14% are between 2-5km and 7% are between 5-10km (Figure 1-5). This indicates that there is potential for over half of commuting journeys to be made by active modes

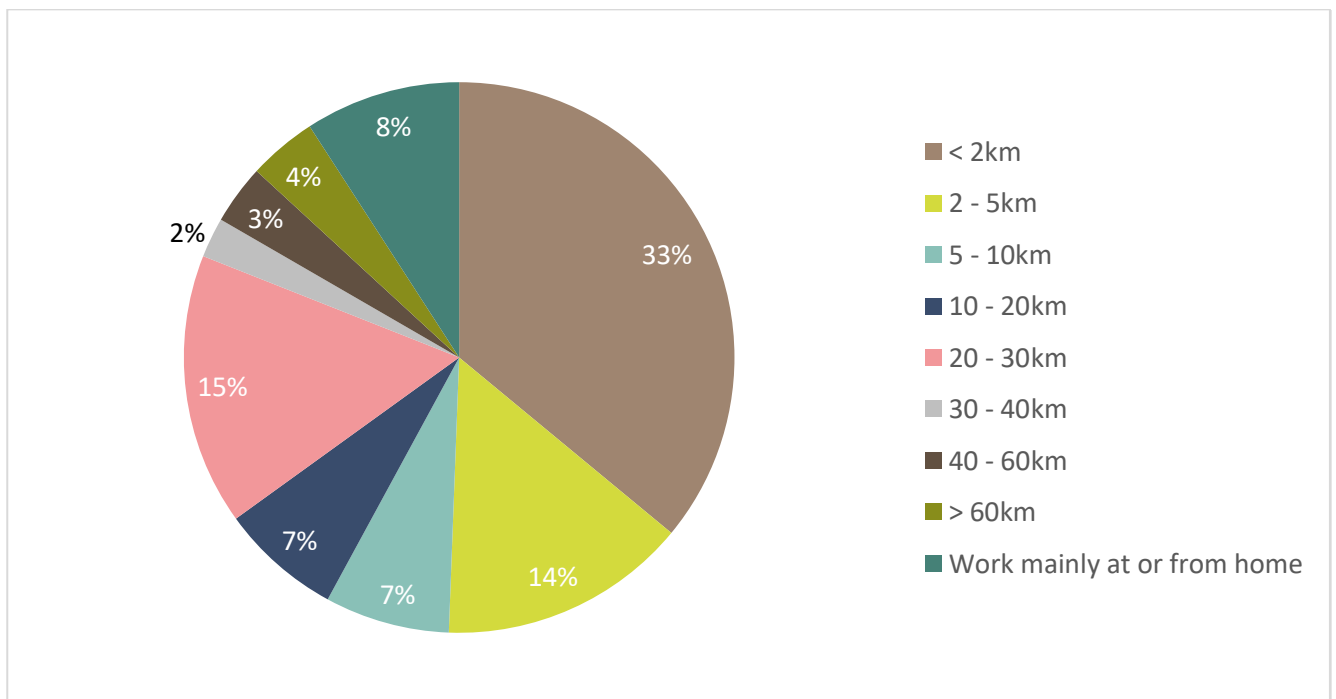


Figure 1-5: Commuting Distances in Oswestry

1.1.5 Topography

Oswestry itself is relatively flat however its surrounding area becomes very hilly, particularly to the west. This means that hilliness should not be a barrier to active travel in the town itself, but may be for any journeys heading west from the town. However, the increasing popularity of electric bikes can overcome this barrier.

1.2 Geographical Scope

As per the Department for Transport’s (DfT) Local Cycling and Walking Infrastructure Plan Guidance (DfT, 2017), the network planning for Oswestry has been carried out within 10km from the town centre for cycling and 2km for walking which encapsulates the whole of the town and most of the surrounding settlements. The area this covers is shown in Figure 1-6.

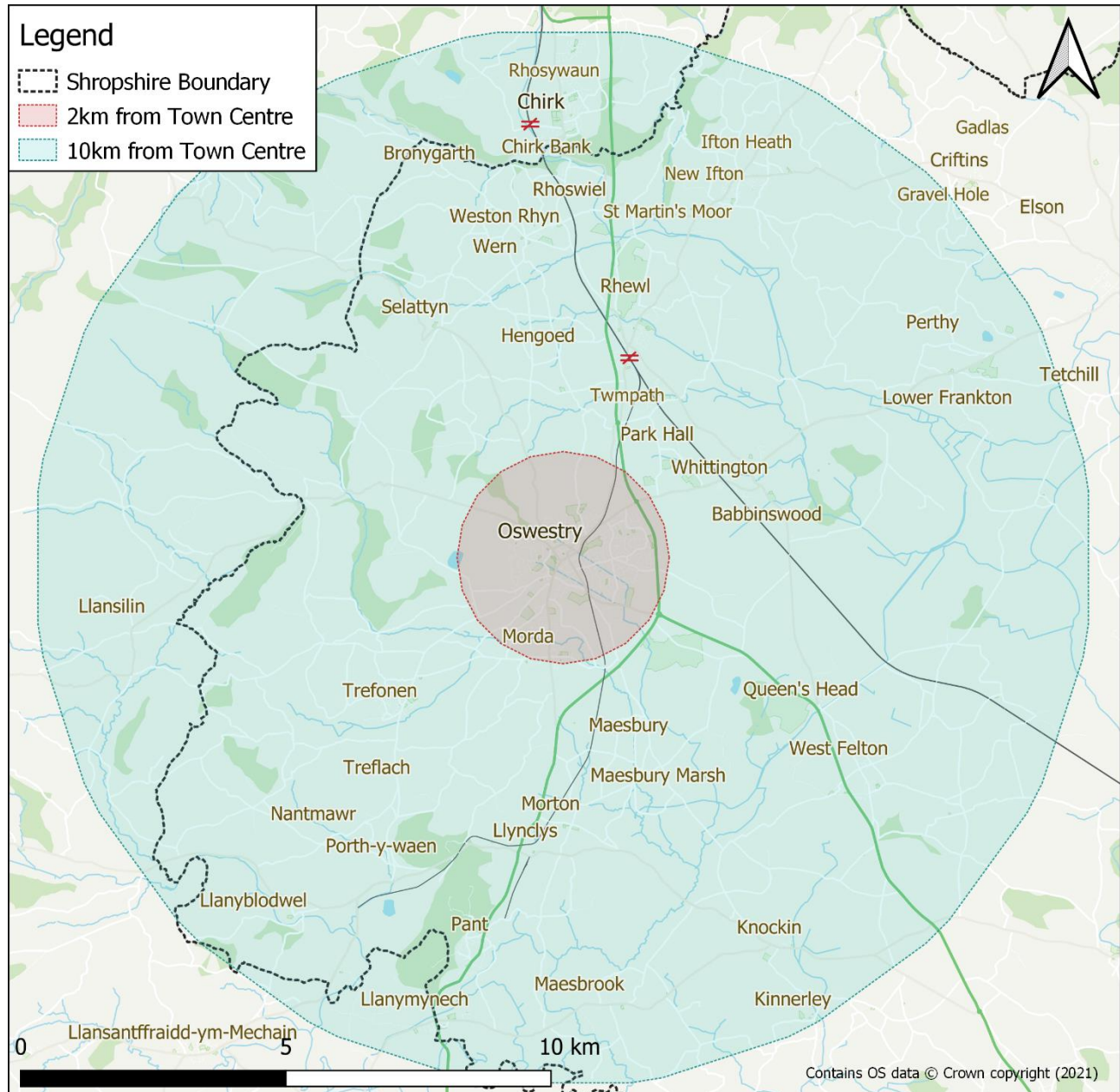


Figure 1-6: Study area for Oswestry

1.3 Report Structure

Following this chapter, this report has been structured in the following way:

- **Chapter 2:** Stakeholder Engagement
- **Chapter 3:** Network Planning for Cycling
- **Chapter 4:** Network Planning for Walking
- **Chapter 5:** Prioritisation Results

2 Stakeholder Engagement

As discussed in the main LCWIP report, stakeholder engagement was fundamental to the development of the LCWIP. As such, engagement was carried out at multiple points throughout its development (See Section 4 of the main Shropshire LCWIP report for more detail).

Stakeholder Groups Contacted During Stakeholder Engagement
Access Group (Oswestry)
British Horse Society
Cambrian Heritage Railway
Canal and River Trust
Disability Oswestry
Future Oswestry Group
Gobowen, Selattyn and Weston Rhyn Ward Councillor
Guide Dogs Oswestry
Llanymynech Ward Councillor and Shropshire Council Chairman
Monty Canal Forum/Waterway Trust
Oswestry BID
Oswestry East Ward Councillor
Oswestry East Ward Councillor
Oswestry Equality Group
Oswestry Ramblers
Oswestry Rural Parish Council
Oswestry South Ward Councillor
Oswestry Town Council
Oswestry Visually Impaired People Group
Oswestry West Ward Councillor
Paragon Oswestry Cycling Club
Powys Council (Wales)
Robert Jones and Agnes Hunt Hospital (Local Employer)
Selattyn & Gobowen Parish Council
Shropshire Climate Action Partnership
Shropshire Council (Officer)
St Martins Parish Council
St Oswald Ward Councillor
Sustainable Transport Shropshire
Sustrans
Visit Oswestry
West Felton Parish Council
Weston Rhyn Parish Council
Whittington Parish Council
Whittington Ward Councillor

Table 2-1: Stakeholder groups contacted through Oswestry Stakeholder Engagement activities

As part of the Evidence Gathering stage (Stage 2), a survey was circulated to key stakeholder groups in Oswestry (see Table 2-1 for the full list of stakeholder groups contacted) to capture their views on network-wide opportunities and constraints for active travel. Table 2-2 shows some of the feedback that was collected on the current walking and cycling provision in and around Oswestry. Using this

survey, individual concerns were aggregated to prioritise areas of interest as well as recommendations.

Question: How would you rate the current walking & cycling networks on the following criteria?	Score (5 = Excellent, 1 = Very Poor)
Coherence (how easy it to use and navigate to access key day-to-day destinations)	2.5
Directness (how direct are routes compared to routes for vehicles)	2.6
Safety (how safe do the routes feel to use)	2.3
Comfort (to what extent are routes good quality, well-maintained, of a suitable width and avoid steep gradients)	2.3
Attractive (to what extent are routes enjoyable to use and spend time in e.g. adjacent to nature)	2.3

Table 2-2: Survey results on the current state of the walking and cycling networks in and around Oswestry

Once key data and feedback had been processed from Stage 2, a desktop audit of the area, a local workshop and a site visit were undertaken in Oswestry to gain a better understanding of the area and to identify key barriers to walking and cycling. The local workshop (which was held on the 1st March 2022) provided stakeholders with context of the LCWIP development process and helped confirm, as well as added to, the findings of the desktop audit. The objectives of the workshop were to:

- Present and gather feedback on the evidence base for Oswestry
- Seek feedback on the identification of the Core Walking Zone (CWZ) and Key Walking Routes both to and within the CWZ (see Chapter 4)
- Identify key opportunities for walking improvements and cycling schemes (see Chapters 3 & 4)
- Seek feedback on cycle desire lines (see Chapter 3)

A site visit, attended by some workshop participants, was held on the 8th March 2022. The stakeholder input helped to provide detailed insights into the biggest problems residents face when walking, cycling and using other active modes to travel around Oswestry.

After the workshop and site visit, a further survey was sent out to those stakeholders that attended the workshop to capture their feedback on the emerging proposals for the draft cycling network and CWZ, including town centre improvements and improvements proposed around Oswestry. The feedback received helped further refine the route proposals prior to undertaking the prioritisation process (see Chapter 5).

3 Network Planning for Cycling

3.1 Existing Cycling Network

Oswestry’s current cycle infrastructure is not comprehensive; there are a few stretches of infrastructure around the town but most of these are disjointed and not LTN 1/20 compliant, see Figure 3-1. The most dense network of cycle infrastructure is seen around the residential area to the east, along off-road paths through a park.

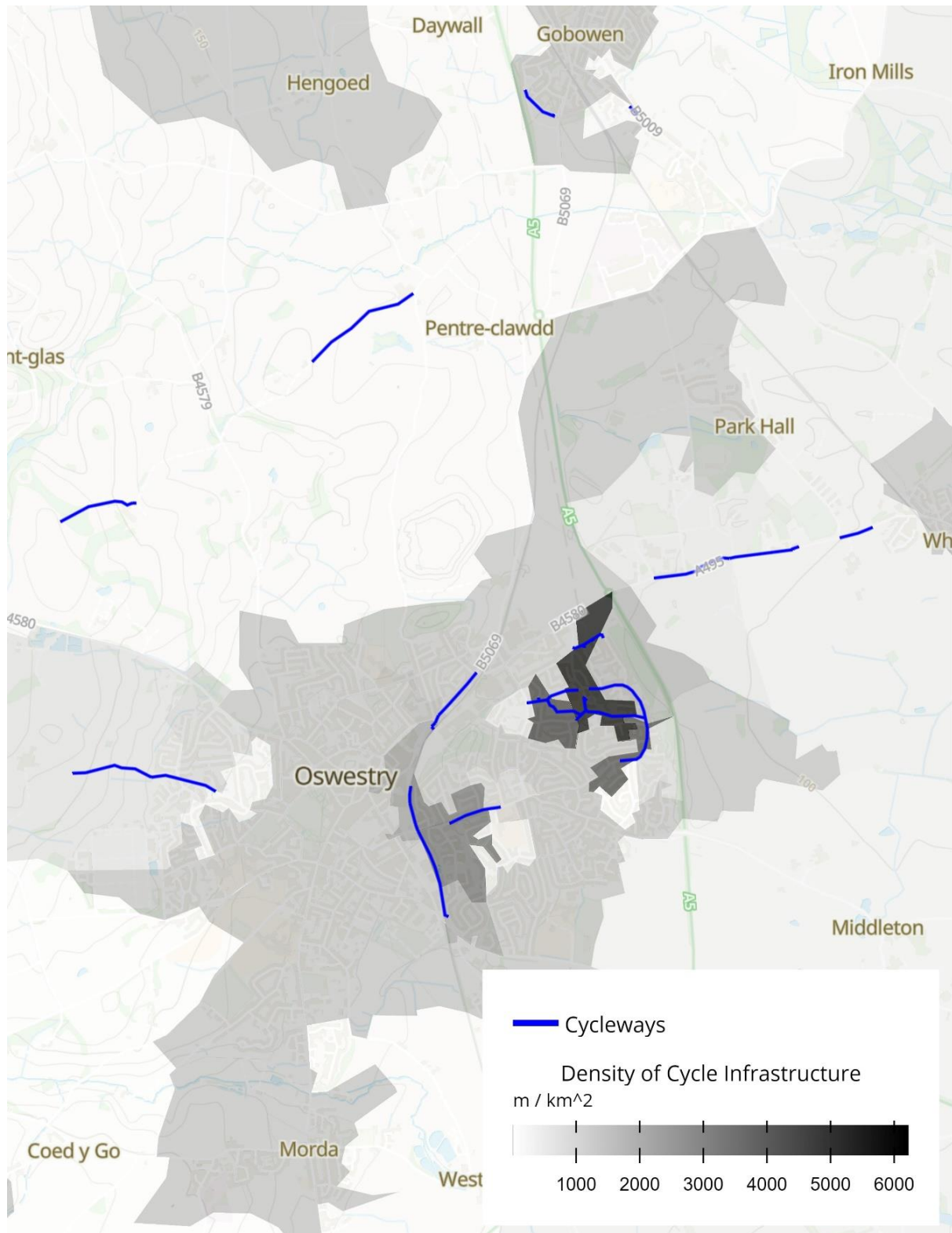


Figure 3-1: Cycle infrastructure around Oswestry

In order to identify routes and close the existing gaps, a network of preferred routes has been defined for Oswestry drawing on an analysis of the following data:

- Trip Origins Points (see Section 3.1.1)
- Trip Destination Points (see Section 3.1.2)
- Accessibility Catchment Analysis (see Section 3.1.3)
- Desire lines for cycle movement (see Section 3.1.4)
- Stakeholder Engagement (see Section 3.2)
- Cycle Route Selection: Route alignment of cycle routes (see Section 3.3)

3.1.1 Trip Origin Points

Trip origin points generally consist of residential areas which generate the most travel demand and therefore present the greatest potential to achieve a shift to active modes (DfT, 2017). As indicated in Figure 3-2, 12 key origin areas have been identified in Oswestry, which reflect both the existing resident population density as well as future population density through delivery of allocated residential developments identified in the emerging Shropshire Local Plan (2016 – 2038).

3.1.2 Trip Destination Points

Trip destination points constitute common trip generating land uses such as town centres, key employment areas and other amenities such as schools, community and healthcare facilities (DfT, 2017).

As indicated in Figure 3-2, seven key trip destination areas have been identified within Oswestry through consolidation of a variety of data sources including land use, commuting trip origin-destination pairs from the 2011 Census, and local knowledge gained through stakeholder engagement and an on-site audit.

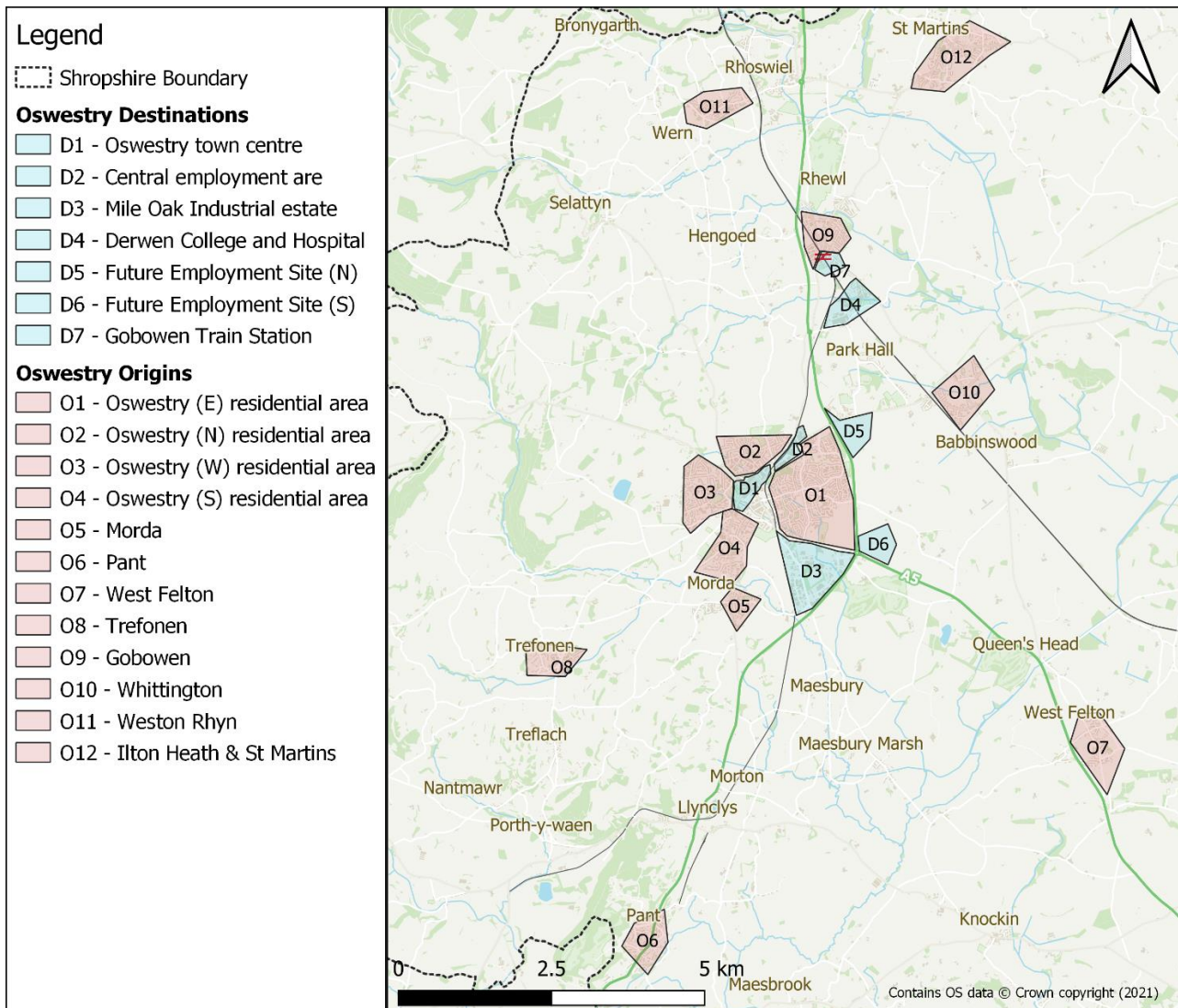


Figure 3-2: Trip Origins and Destinations around Oswestry

3.1.3 Accessibility Catchment Analysis

An analysis of the time taken to cycle to key origin points and key destination points from the town centre was undertaken. This analysis, alongside other evidence (see the LCWIP Main Report, Section 5.1.2) helped inform the identification of desire lines (see Section 3.1.4). A maximum cycle journey time of 30 minutes was applied (this is the time it takes the average person to cycle 10km). The accessibility analysis revealed:

- All of Oswestry’s residential areas are within a 10-minute cycle of the town centre
- Gobowen (the nearest railway station) is around a 20-minute cycle from the town centre

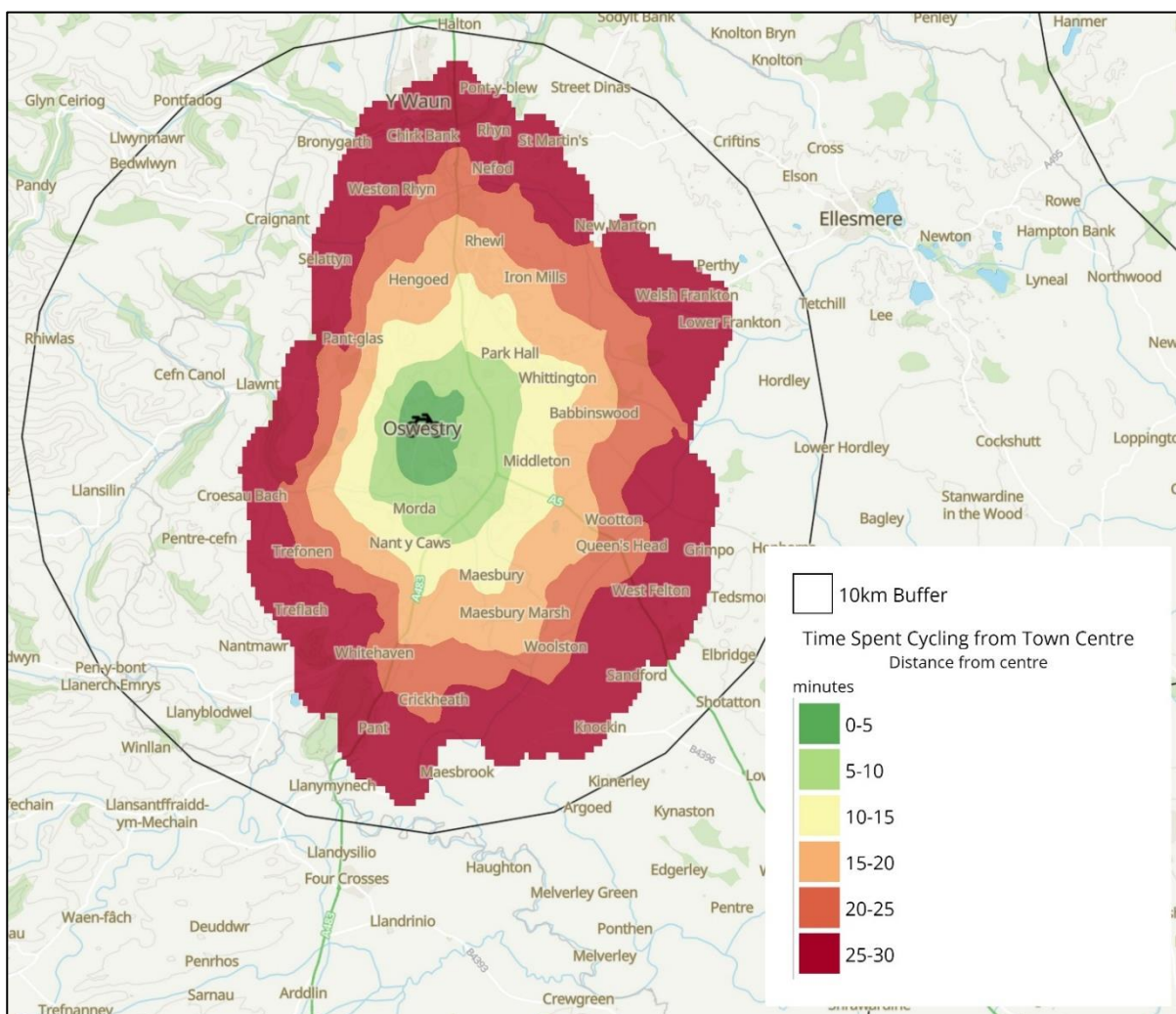


Figure 3-3: Cycling Catchment Map from Oswestry Town Centre

3.1.4 Desire Lines for Cycle Movement

Once the origin and destination areas were identified, desire lines, which are straight ‘as the crow flies’ lines, were drawn. These desire lines, informed by an evidence base (see main LCWIP Report, Section 5.1.2) show existing and potential cycling demand between origins and destinations and are a core component of the cycle route identification process. The desire lines for Oswestry are shown in Figure 3-4.

These desire lines are ‘straight lines’ which means that they do not account for the presence of specific cycle routes (whether existing or proposed) at this stage. The purpose of the subsequent route selection process is to convert these desire lines into potential routes. Each desire line’s relative importance was classified using the following criteria, taking into account both the existing numbers of cyclists and future projections of cyclists.

- **Primary Desire Line:** Potential for a high number of people (as a general rule greater than 250 people per day but this is relative to the population of the area) to cycle typically linking large or high-density existing or planned residential areas with key destinations
- **Secondary Desire Line:** Potential for a moderate number of people (as a general rule between approximately 50 and 250 per day but this is relative to the population of the area) cycling from existing or planned residential areas, typically connecting to destinations including education, hospitals and existing or planned employment sites
- **Local Desire Line:** Low number of people (as a general rule less than approximately 50 people per day but this is relative to the population of the area) cycling between local destinations and to access primary and secondary desire lines

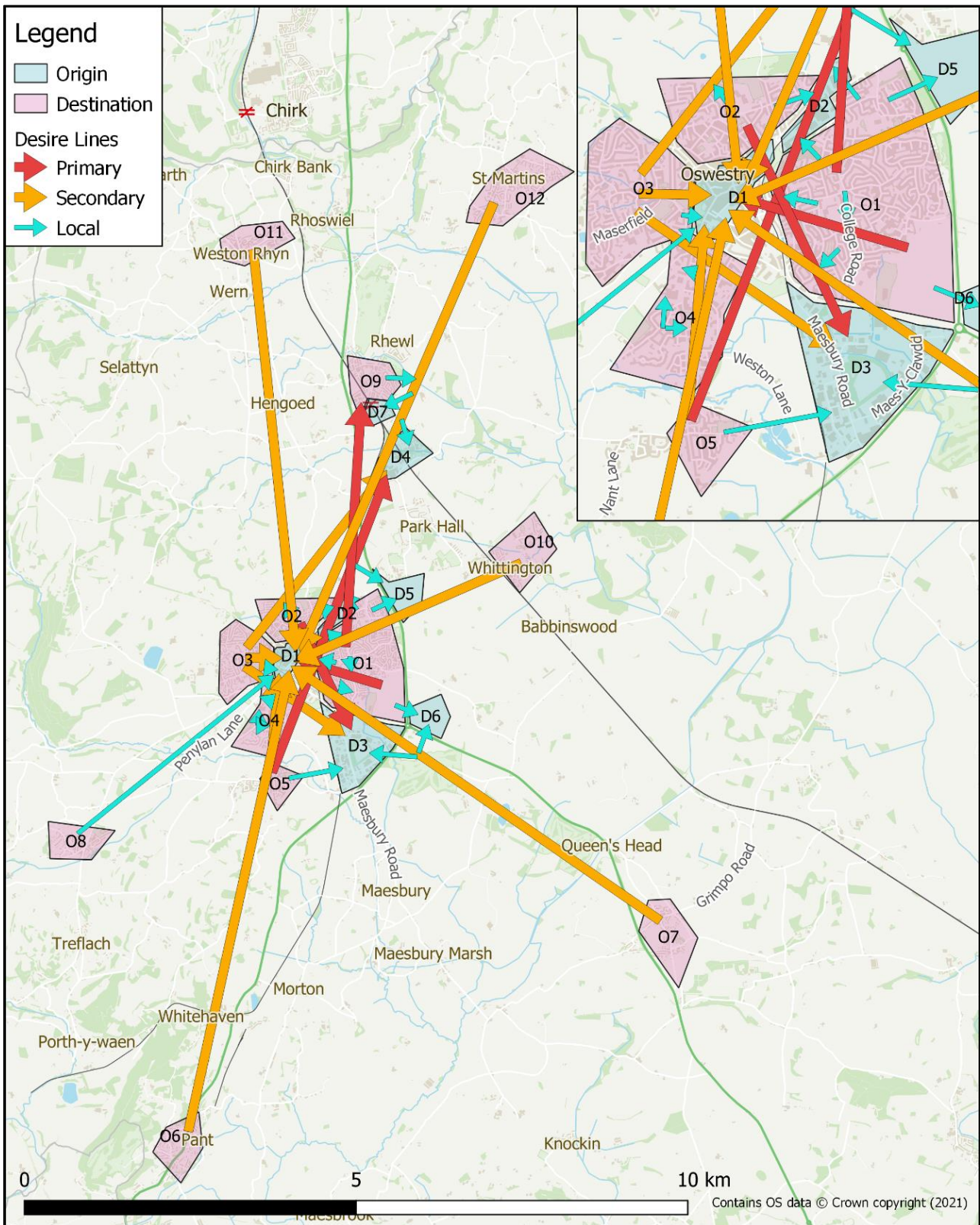


Figure 3-4: Cycle Desire Lines

Figure 3-4 indicates that there are several key desire lines in the study area:

- Primary desire lines between Oswestry and Gobowen and into Oswestry town centre
- Spoke-like desire lines heading into the town centre from all directions
- Cross town desire lines link up outer residential and employment areas

3.2 Stakeholder Engagement

Alongside the desire line analysis, the route selection process has also been informed by suggestions from people who currently cycle in the study area to reflect the opportunities and current challenges of cycling around Oswestry. These suggestions were collected through a local workshop and a site visit (see Chapter 2). All suggestions were collated on a virtual platform called Miroboard, a snapshot of which is shown in Figure 3-5. Route suggestions by stakeholders were considered in the proposed network, those suggestions that were supported by other evidence were included in the final network.

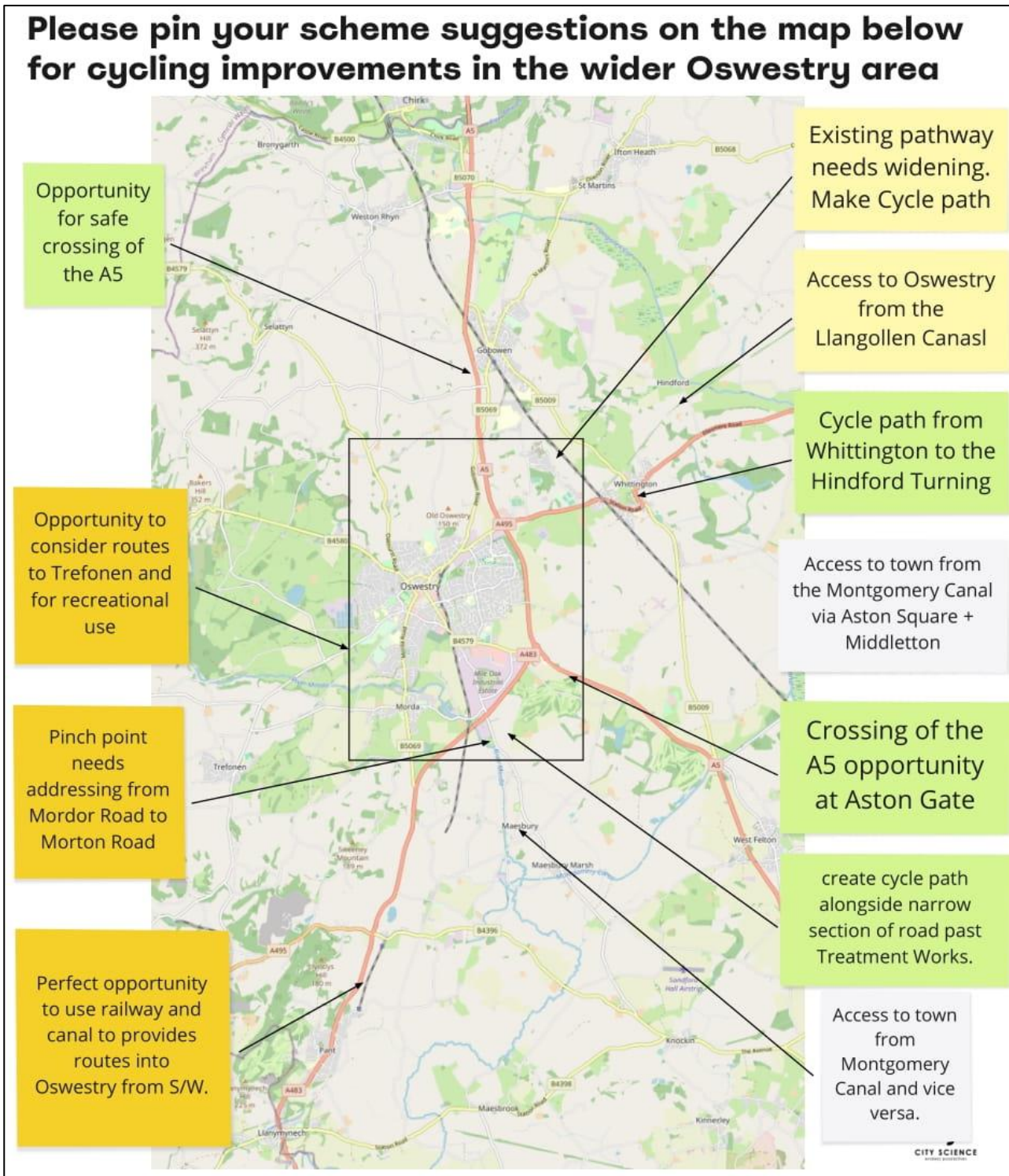


Figure 3-5: Stakeholder scheme suggestions in wider Oswestry, snapshot taken from Miroboard

3.3 Cycle Route Selection – Route Alignment of Cycle Routes

The straight desire lines were then converted into routes that aligned with street networks, using Google Maps and Open Street Maps and informed by current and potential future cycling demand. This included use of Strava Metro and Propensity to Cycle tool data as well as feedback from the stakeholder workshop and on-site observations of existing infrastructure and road layouts.

3.3.1 Design Principles

The selection of routes was further refined by applying the following LTN 1/20 Core Design Principles (DfT, 2020) which, as identified in the Main LCWIP Report, are essential requirements for Shropshire Council to meet in order to qualify for future active travel grant funding from Active Travel England.

Design Principle	Route Selection Process Compliance
Coherent	Routes have been selected that follow logical routes and are of a consistent nature, where possible and practical, which easily connect to key identified destinations.
Direct	Routes have been selected that provide the most direct connection, where practical, between key origins and destinations. This includes the identification of upgrades to current routes which do not currently satisfy the main desire lines.
Safe	The precise type of route provision is subject to further refinement through the concept and detailed design stages of the process. A key focus through the process in this LCWIP has been to establish the need to upgrade routes that currently constitute an advisory cycle lane next to a general traffic lane as well as delivering new routes that are segregated from general traffic, where achievable in available carriageway space.
Comfortable	The precise type of route surfacing is subject to further refinement through the concept and detailed design stages of the process. Focus through this LCWIP process has been to propose improvements where surface quality has been identified as a problem and to upgrade current sections of the network which involve frequent transitions between on and off carriageway facilities.
Attractive	The precise nature of route attractiveness is subject to further refinement through the concept and detailed design stages of the process. This LCWIP establishes the principle of routes which complement natural assets (e.g. the waterfront) alongside network wide improvements, such as wayfinding, that could make cycling a more enjoyable and hassle-free experience.

Table 3-1: Summary of Route Selection Process with LTN 1/20 Core Design Principles

3.3.2 Guiding Principles

To support the desired design principles, the cycling improvements proposed (see Section 3.4), will adhere to the general guiding principles contained in Appendix – Guiding Design Principles.

3.4 Proposed Routes

Figure 3-6 illustrates the proposed routes across the study area alongside the existing network. Proposed routes have been categorised depending on the classification of the desire line they support (see Section 3.1.4). Details of the proposed schemes are outlined in the below Sections 3.4.1 to 3.4.3.

Route Alignment Uncertainty

It should be noted that due to the strategic nature of LCWIPs, it is not possible to capture all detailed engineering constraints, such as precise carriageway width and the impact of removing on-street car parking, which may affect the future delivery of new routes. In these cases, routes have been identified based on key principles including their ability to directly fulfil desire lines whilst also accounting for high-level constraints which may impinge deliverability such as width of existing funnel points (e.g. bridges). This means the precise route alignment detail (e.g. specific streets) is subject to change through any future preliminary and detailed route design process.

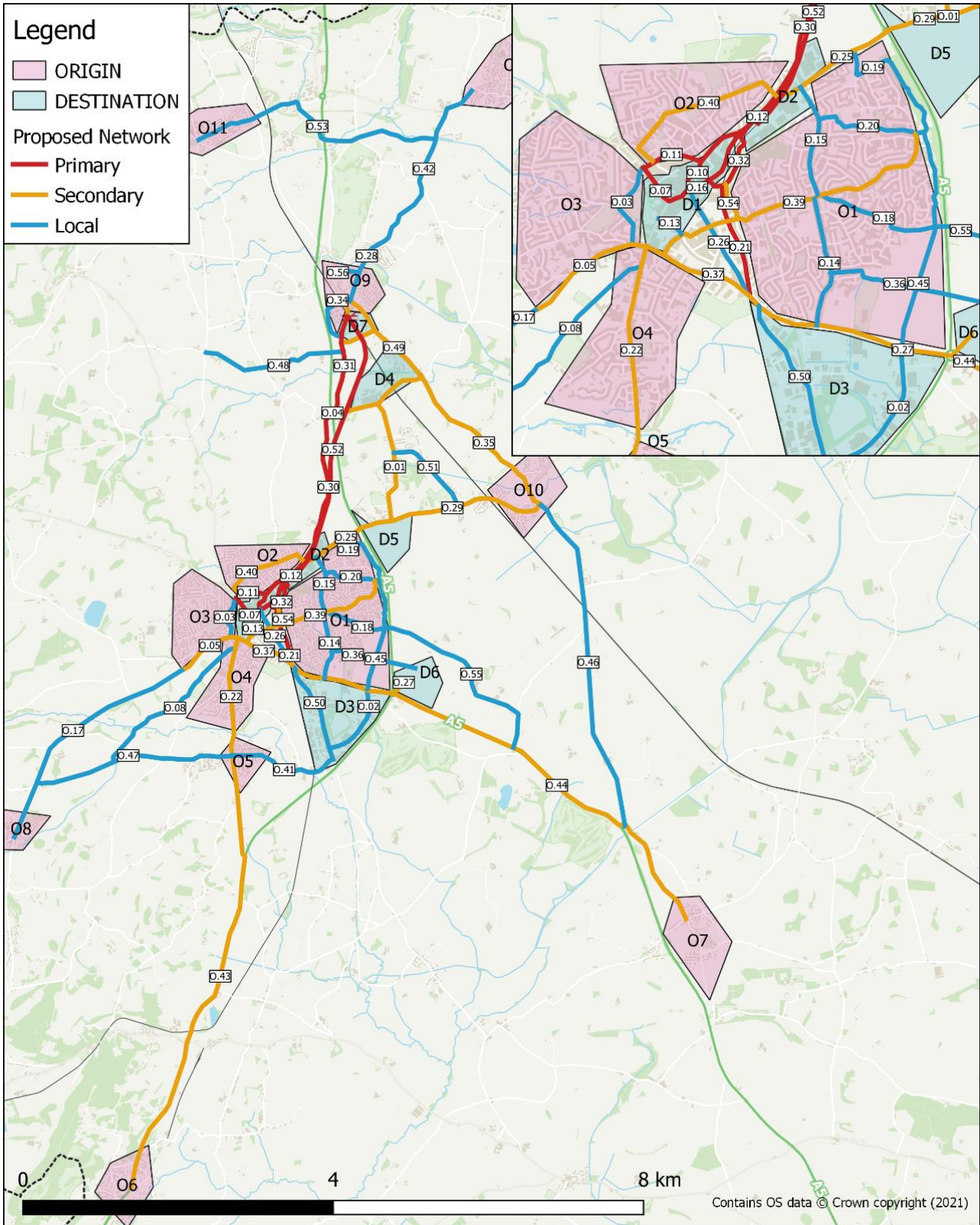


Figure 3-6: Proposed routes in the Oswestry Study Area

Note: categories of routes are based on the desire line they follow, not the priority of their delivery

3.4.1 Primary

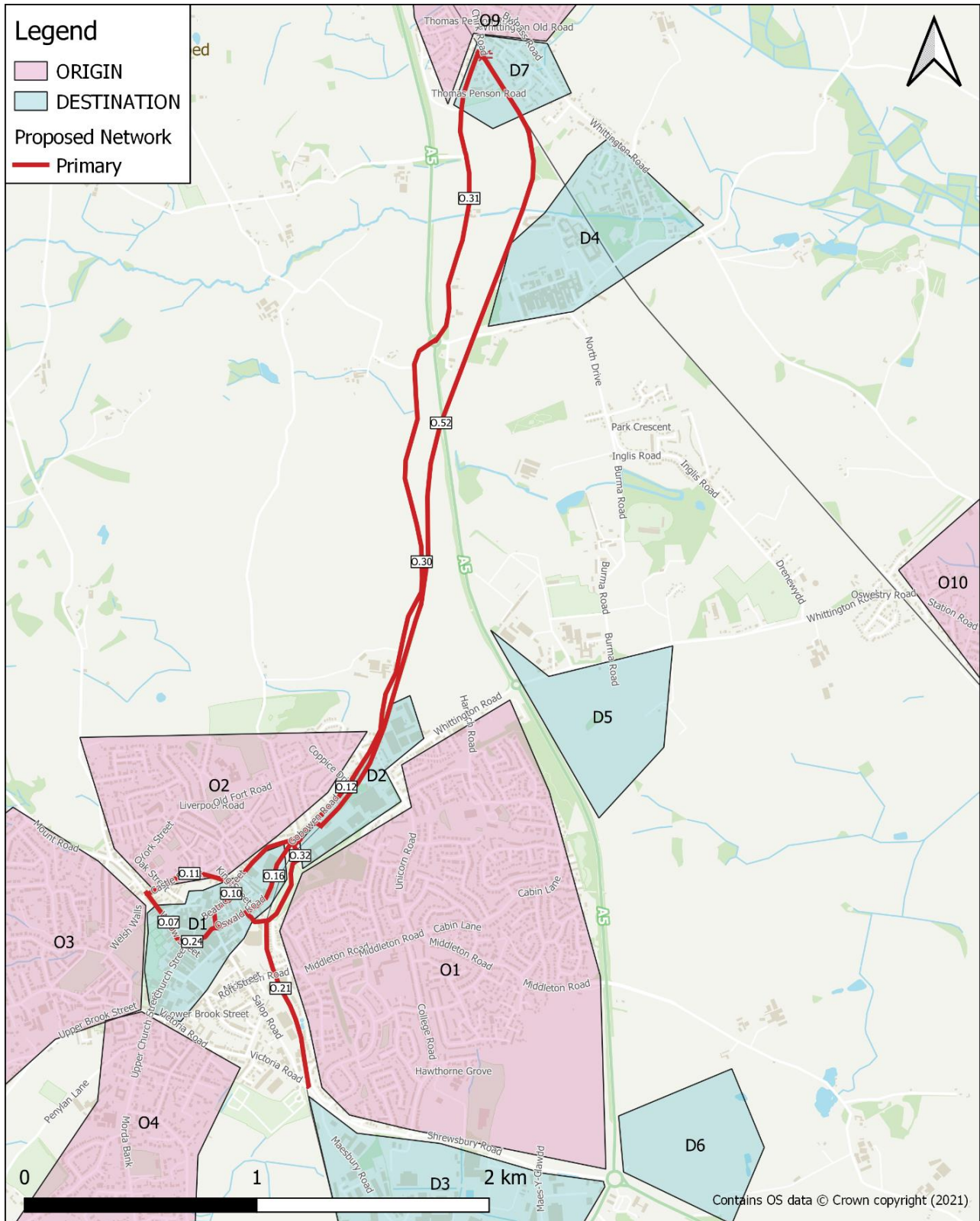


Figure 3-7: Oswestry Proposed Network Plan; Schemes Following a Primary Desire Line

Scheme	Description	Recommendation
O.07	Route along Willow Street providing a connection into the town centre (D1)	Deliver segregated two way cycle route through removal of on-street parking
O.10	Route along main road through town centre (D1) to employment zone (D2), alternative route to O.16, follows Beatrice Street and Leg Street	Implement a 20mph speed restriction with potential traffic reduction measures
O.11	Route along Castle Street providing an east-west route bypassing the town centre	Implement a 20mph speed restriction with potential traffic reduction measures
O.12	Link along Gobowen Road in Oswestry town centre	Upgrade existing shared path, including continuous crossings of side roads
O.16	Route through Oswestry town centre (D1) connecting to the railway station (D1) and northern employment (D2)	Investigate potential options for this section to deliver either a continuation of the existing shared path, segregated cycle lanes or a contraflow cycle lane.
O.21	Route along the path that follows the railway line providing a north-south connection from Shrewsbury Road to Oswald Road	Carry out minor upgrades to the route and improve signage at either end
O.24	The pedestrianised area through the town centre (D1) along Cross Street and Oswald Road	Allow cycling through pedestrian area and provide cycle parking
O.30	Route connecting Gobowen Railway Station (D7) and Oswestry (S)	Widen footway to deliver shared path along this section. Add crossing(s) over the relevant arm(s) of the A5 roundabout at the south end of the scheme to link with scheme O.31
O.31	Route connecting Gobowen Railway Station (D7) and Oswestry (N)	Improve/widen footway. Reduce speed limit along route and introduce lighting.
O.32	Connecting from existing cycleway to the currently inactive railway line along footpath through Wilfred Owen Green	Widen path through Wilfred Owen Green as link between railway corridors
O.52	Alternative route connecting Oswestry and Gobowen railway station to sit alongside the restored railway line (alternative to O.30)	Provide a greenway between Gobowen and Oswestry alongside the railway line. This would be designed in consultation with the rail operators to determine what space would be usable for a cycle route

Table 3-2: Details of Proposed Schemes in Oswestry Following a Primary Desire Line

3.4.2 Secondary

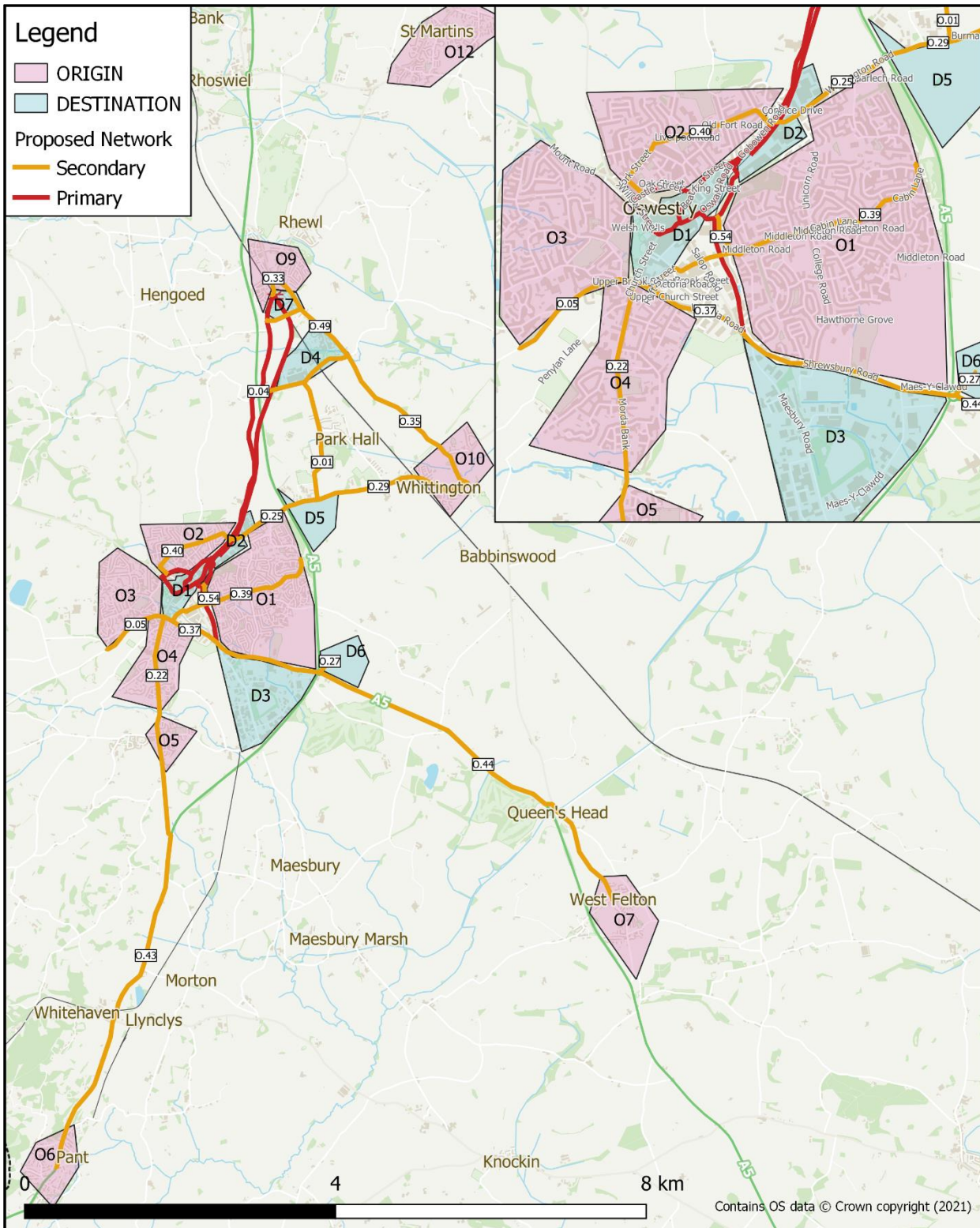


Figure 3-8: Oswestry Proposed Network Plan; Schemes Following a Secondary Desire Line

Scheme	Description	Recommendation
0.01	Connection from the orthopaedic hospital (D4) towards Oswestry along North Drive and Burma Road	Improve cycle bypass of traffic calming, introduce 20mph speed limit
0.04	Route through the hospital and college (D4) along Twmpath Lane	Upgrade current wide footway to be shared path
0.05	Route along Upper Brook St past Oswestry School connecting residential area (O3) to the town centre (D1)	Reduce parking to deliver on road cycle provision and deliver path on boundary of sports fields along Trefonen Road
0.06	Route along PROW from B5009 Whittington Road to B5069 Chirk Road	Upgrade PROW including an improved crossing of the railway line, ensuring no user loses their right of access (e.g. equestrians)
0.22	Connection from Morda (O5) to Oswestry town centre (D1) along Morda Road	Extend the 20mph zone along the route where space for path is limited. Improve footway and introduce cycle path/lane where space allows. Restrict on-street parking to create a safer environment for cyclists
0.25	Connection between Artillery Business Park (D5) and the central employment zone (D2) to the north of the residential area (O1) along Whittington Road	Provide cycle lanes and/or off-road path to provide safer cycling (provision needed to cross roundabout to scheme 0.29)
0.27	Route along Shrewsbury Road connecting Maes-Y-Clawdd Industrial Estate (D3) to the future employment site (D6) and to the south of the residential area (O1) - forms part of the Mile End SUE	Enhance existing shared path, particularly where it crosses the carriageway and signage (e.g. to the railway corridor)
0.29	Connection between Whittington (O11) and Oswestry along Whittington Road	Extend and enhance existing shared path (provision needed to cross roundabout to scheme 0.25)
0.33	Link from Gobowen railway station (D7) to central Gobowen (O9) along Chirk Road	Introduce a 20mph speed limit
0.35	Connection between Whittington (O10) to Derwen College (D4) along B5009	Investigate a parallel segregated cycle route
0.37	Route along Victoria Road connecting the town centre (D1) and the Maesbury Road Industrial Estate (D3)	Reduce on-street parking to create road space for segregated cycle lanes
0.39	Connection east-west through the residential area (O1) connecting into the town centre (D1) along Cabin Lane and Middleton Road	Upgrade current provision along this route from the eastern end to the Middleton Road/Plas Ffynnon Way Roundabout to consistent segregated cycle lanes. This will require the removal of on-street parking. West of the Middleton Road/Plas Ffynnon Way Roundabout, this route becomes narrow. Reduce the speed limit to 20mph between this roundabout and the west end of the route.

Scheme	Description	Recommendation
O.40	Connection through north-western residential area (O2) linking between the town centre (D1) and employment zone (D2) and linking to Woodside Primary School. Route along Oak Street, York Street, Liverpool Road, Old Fort Road, Wat's Drive and Coppice Drive	Remove pedestrian fences, add light segregated cycle lanes, improve crossings of side roads (narrow side road entries), formalise crossing points with zebras, extend 20mph zone. Introduce School Street on Gittin Street
O.43	Connection between Pant (O6) and Oswestry along A483	Deliver continuous off-road path parallel to A483
O.44	Connection between West Felton (O7) and Oswestry along the A5	Enhance existing shared path, particularly where it crosses the carriageway and signage. Provide access point to the Montgomery Canal where the A5 crosses it
O.49	Route along B5009 from Derwen college (D4) to Gobowen (O9)	Introduce segregated cycle lanes

Table 3-3: Details of Proposed Schemes in Oswestry Following a Secondary Desire Line

3.4.3 Local

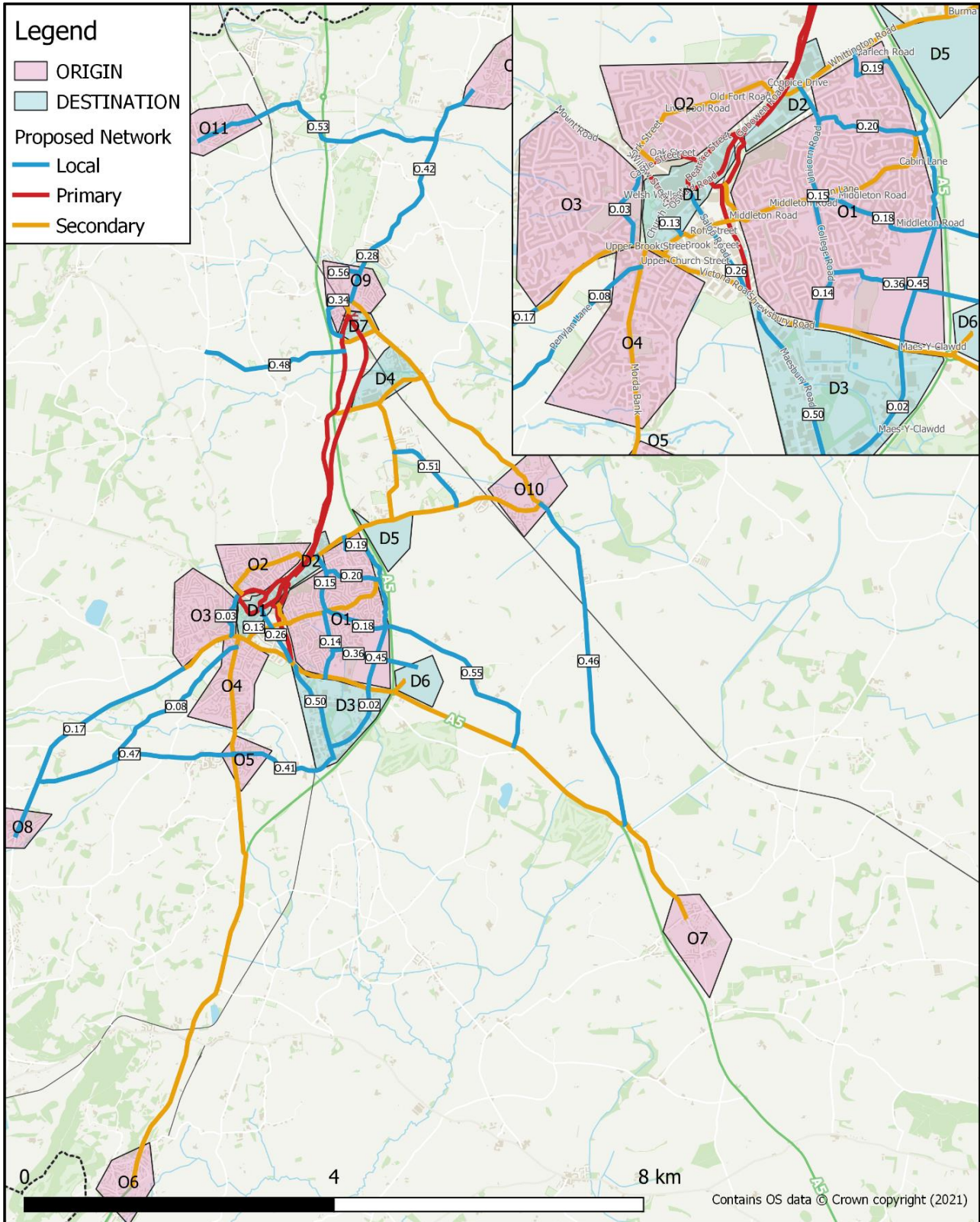


Figure 3-9: Oswestry Proposed Network Plan; Schemes Following a Local Desire Line

Scheme	Description	Recommendation
O.02	Route through Mile Oak Industrial Estate (D3) along Maes-Y-Clawdd	Add fully segregated cycle lanes and/or shared path
O.03	Route around Cae Glas Park along Welsh Walls	Introduce cycle lanes (light segregation), 20mph zone and reduce parking
O.08	Connection from Oswestry towards Trefonen (O8) via Coed-Y-Go along Penylan Lane	Consider closure to general traffic (access only), to deliver a new cycle/equestrians only route
O.13	Link through car parks along Smithfield Road to Church Street (D1)	Introduce clear and segregated access route through carparks
O.14	North-south route through the residential area (O1) along College Road connecting to the Mile Oak Industrial Estate area (D3)	Consider segregated cycle lanes and reducing parking, give paths priority at side road crossings
O.15	North-south route through the residential area (O1) along Unicorn Road connecting to the employment zone off Gobowen Road (D2)	Consider reducing parking, widening path to segregated shared path and/or separate, segregated cycle lanes along the road
O.17	Connection between Trefonen (O8) and Oswestry along Trefonen Road	Reduce speed limit to 40mph, creating a Quiet Lane route
O.18	East-west route through residential area (O1) along Middleton Road connecting other proposed routes	Consider light segregation cycle lanes, reducing parking and/or road speed (20mph)
O.19	Route through Broadlands Way Playing Fields along existing PROW connecting north-south to the east of the residential area (O1)	Enhance existing pathway (e.g. widen, improve surface and lighting), ensuring no user loses their right of access (e.g. equestrians)
O.20	Route through residential area (O1) connecting the primary school, follows existing pathways	Improve and sign off-road path through into Greenway
O.26	Route along Salop Road connecting into the town centre (D1)	Upgrade paths along route to create segregated cycle/foot path, give priority at side roads and increase number of safe crossing points
O.28	Route through Gobowen to the north, along St Martin's Road	Create a shared path, 20mph zone and segregated cycle lanes in residential Gobowen
O.34	Infrastructure through the Gobowen residential area (O9) along Thomas Penson Road	Enhance footbridge and access to it, including signage
O.36	Connection from Judge Road (O1) to future employment zone (D6) through new housing development (as part of the SUE) and across the A5	Create direct, active travel link (e.g. wide footways and a cycle path) through new development
O.41	Route between Morda (O5) and Mile Oak Industrial estate (D3) along Weston Road	Introduce traffic weight limit and 20mph speed limit

Scheme	Description	Recommendation
0.42	Connection between Gobowen (O9) and St Martins (O12) along St Martins Road	Widen footway along St Martins Road to shared path, deliver cycle lanes, reduce to 20mph in residential sections. Provide access to the Llangollen Canal where St Martins Road crosses it
0.45	North-south movement through new development within O1 to support access to employment zones (D5 and D6)	Create footway and cycleway through new development
0.46	Connection from West Felton (O7) to Whittington (O10) supporting movement to north Oswestry and Gobowen	Implement light segregated cycle lanes on B5009 from Whittington to Queens Head and investigate parallel route for safe cycling, such as side road (Coalpit Lane, past Oswestry Storage to B5009) adjacent to railway
0.47	Connection from Trefonen (O8) to Morda (O5) along Trefonen Road to support movements to the south of Oswestry	Consider land acquisition to deliver shared path, separate from road
0.48	Supporting the movement between Weston Rhyn (O11) and Gobowen (O9/D7) along an unclassified road through Hengoed	Introduce footways, investigate possibility of making them shared use dependent on width
0.50	Maesbury Road through Mile Oak Industrial Estate (D3)	Upgrade existing shared path, including crossings of side roads
0.51	Connection into the hospital (D4) from Whittington (O10) along Drenewydd	Improve cycle bypass of traffic calming, introduce 20mph
0.53	Connection from the Station Road/Old Chirk Road junction in Weston Rhyn (O11) to St Martin's Mood on St Martin's Road	Improve path between St Martin's Road and Station Road along the Canal. Reduce traffic speed into Weston Rhyn through traffic calming measures. Introduce segregated path through Weston Rhyn, with the removal of on-road parking.
0.54	Route to link Middleton Road to Wilfred Owen Green to provide connection to the path along the currently inactive railway line as this is not possible from Middleton Road bridge	Introduce a 20mph speed limit on Ambleside and add signage to promote this link
0.55	Route along Middleton Road/Middleton Lane connecting O.18 to O.44, as an alternate to the route along the A5	Create a Quiet Lane along route
0.56	School Lane in Gobowen	Introduce School Street

Table 3-4: Details of Proposed Schemes in Oswestry Following a Local Desire Line

4 Network Planning for Walking

This chapter summarises the identification of the walking network for Oswestry as part of the Shropshire LCWIP. Development of the walking network is focused on identification of Core Walking Zones (CWZs), as identified in the main LCWIP report (see Chapter 6). The identification of CWZs allows walking improvements to be prioritised in areas of higher pedestrian footfall where there is a particularly high concentration of key destinations.

Oswestry and the Gobowen railway station have been identified, based on analysis of key locations of destinations such as retail facilities, employment areas and transport interchanges, as Oswestry’s key CWZs. This was agreed via discussions with key stakeholders at the Oswestry workshop. Figure 4-1 and Figure 4-2 below shows the CWZs for Oswestry and Gobowen respectively alongside key origin and destination points within the town.

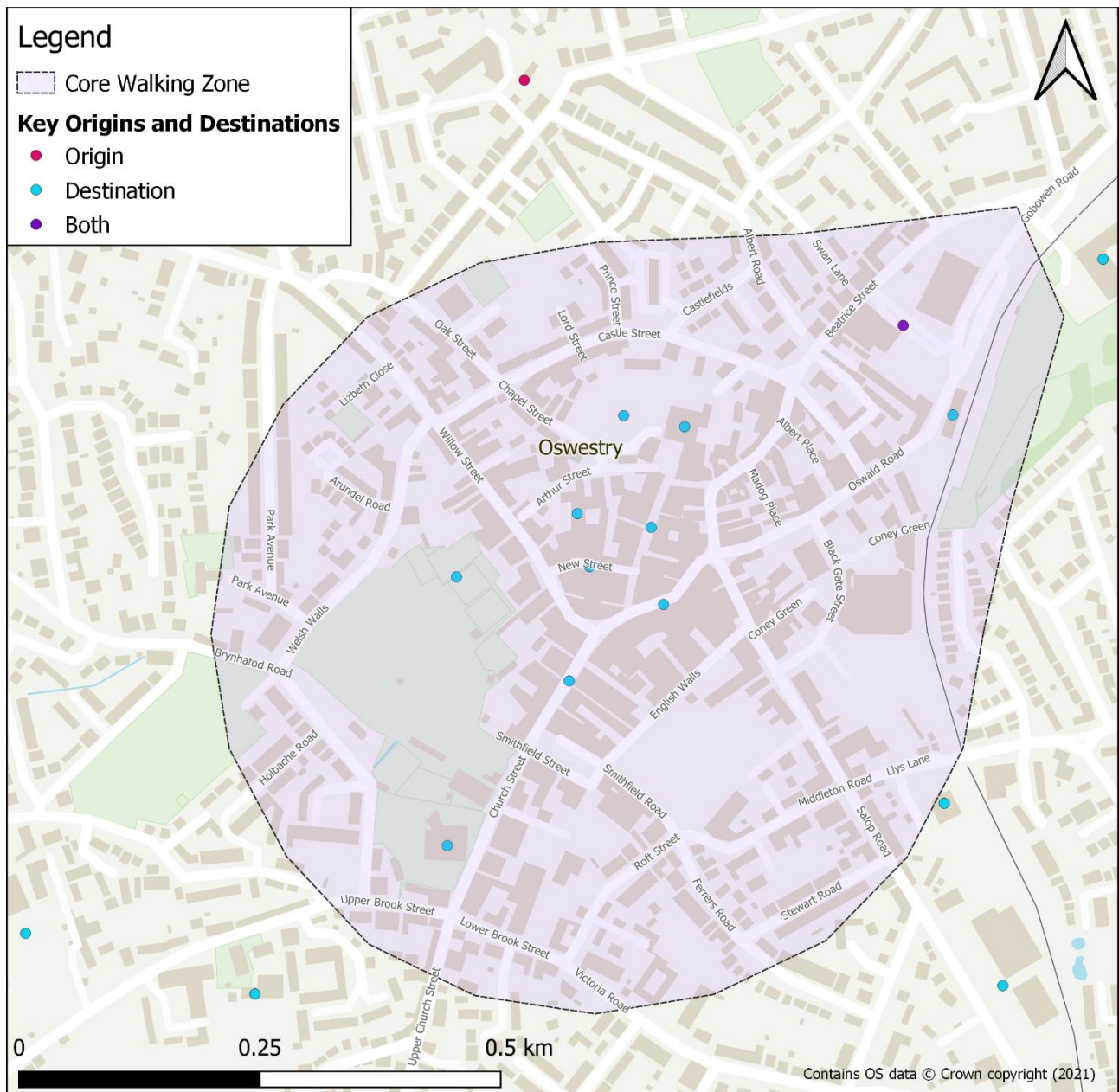


Figure 4-1: Oswestry Core Walking Zone

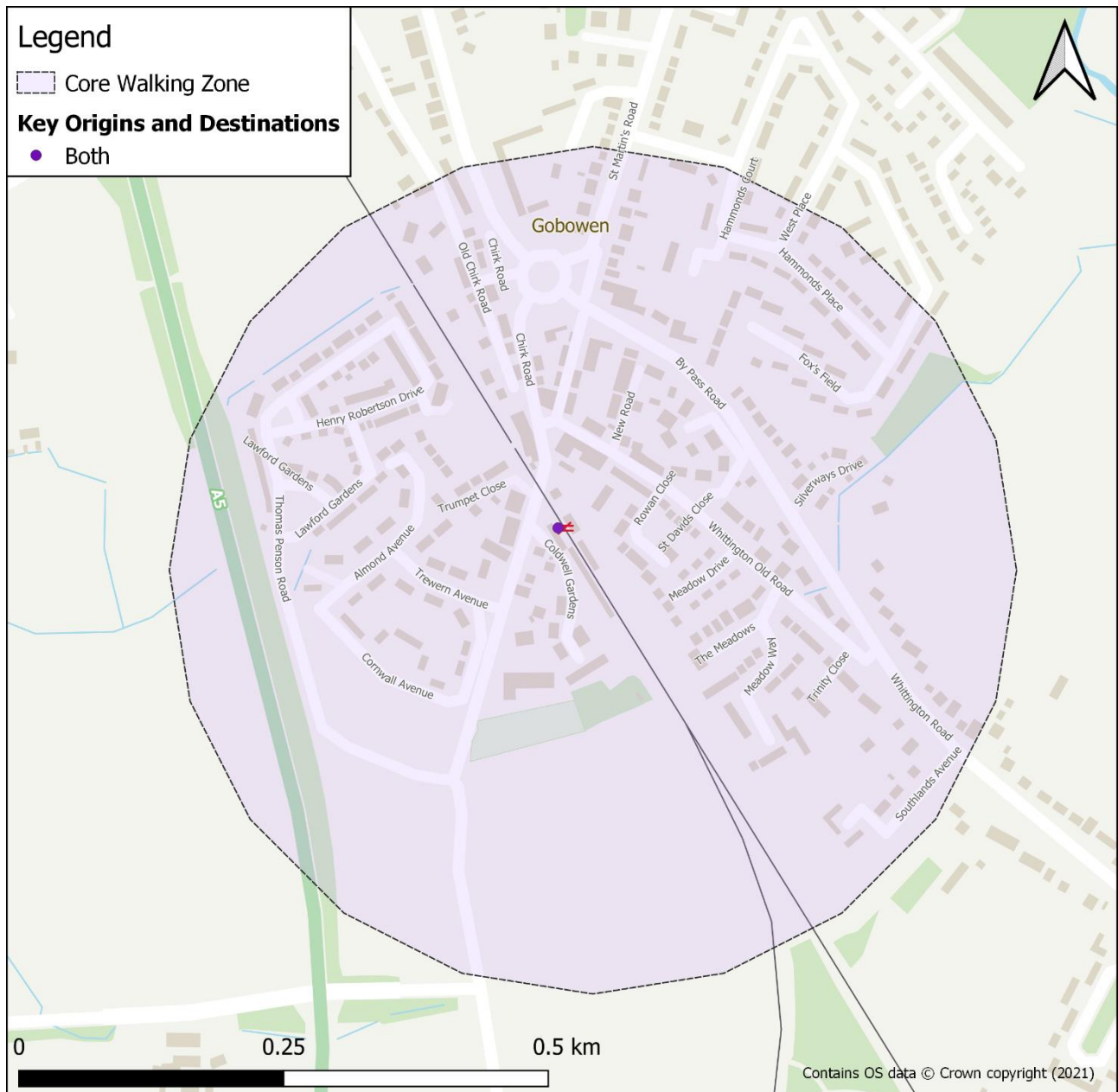


Figure 4-2: Gobowen Core Walking Zone

In order to identify routes both to and within the CWZs, a network of preferred walking routes has been defined for Oswestry drawing on an analysis of the following data:

- Key Walking Trip Generators - Accessibility Analysis (see Section 4.1.1)
- Key Walking Routes (see Section 4.1.2)
- Stakeholder Engagement (see Section 4.1.3)
- Walking Route Audits (see Section 4.1.4)

The resulting CWZ improvements are detailed in Section 4.2.

4.1 Core Walking Zone Analysis

4.1.1 Key Walking Trip Generators Accessibility Analysis

Figure 4-3 shows the results of a walking accessibility assessment, categorised by walking journey time, undertaken for Oswestry’s town centre. This incorporates an identification of key trip generators that can be accessed on foot within a 30-minute walk from the isochrone centroid shown on Cross Street. This indicates:

- All of Oswestry’s residential areas are within a 25-minute walk of the high street
- The railway station at Gobowen is further than a 30-minute walk from the town centre (approximately 50 minutes)

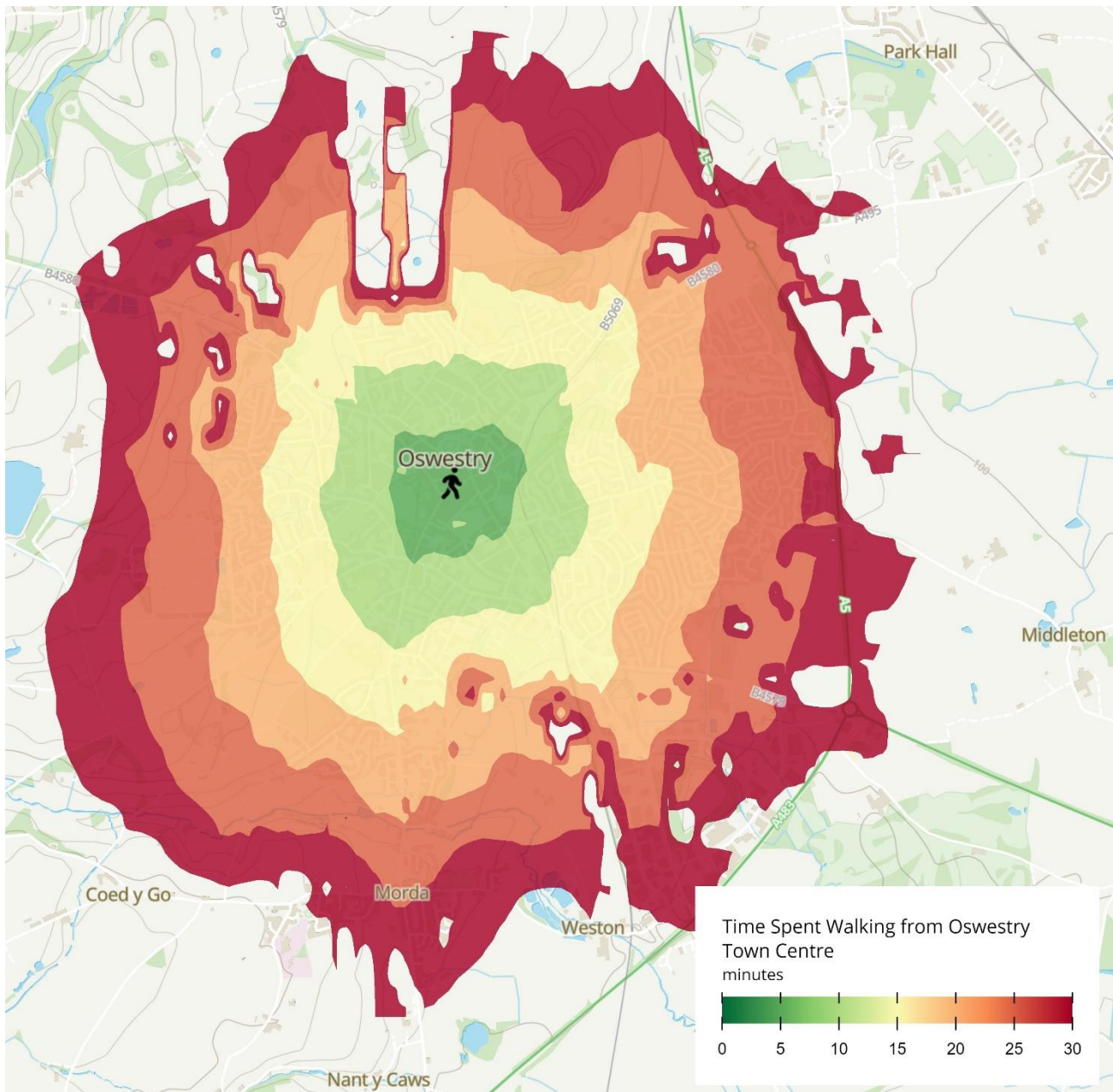


Figure 4-3: Oswestry Town Centre CWZ Accessibility Analysis

Figure 4-4 illustrates a walking accessibility assessment, categorised by walking journey time, of Gobowen Railway Station CWZ. This incorporates an identification of key trip generators that can be accessed on foot within a 30-minute walk from the isochrone centroid shown on Gobowen Railway Station. This indicates:

- All of Gobowen’s residential areas are within a 15-minute walk of the railway station
- The railway station is within a 30-minute walk of a handful of surrounding villages such as Rhewel, Daywall and Iron Mills
- Derwen College and the Orthopaedic Hospital are within a 25-minute walk of the railway station

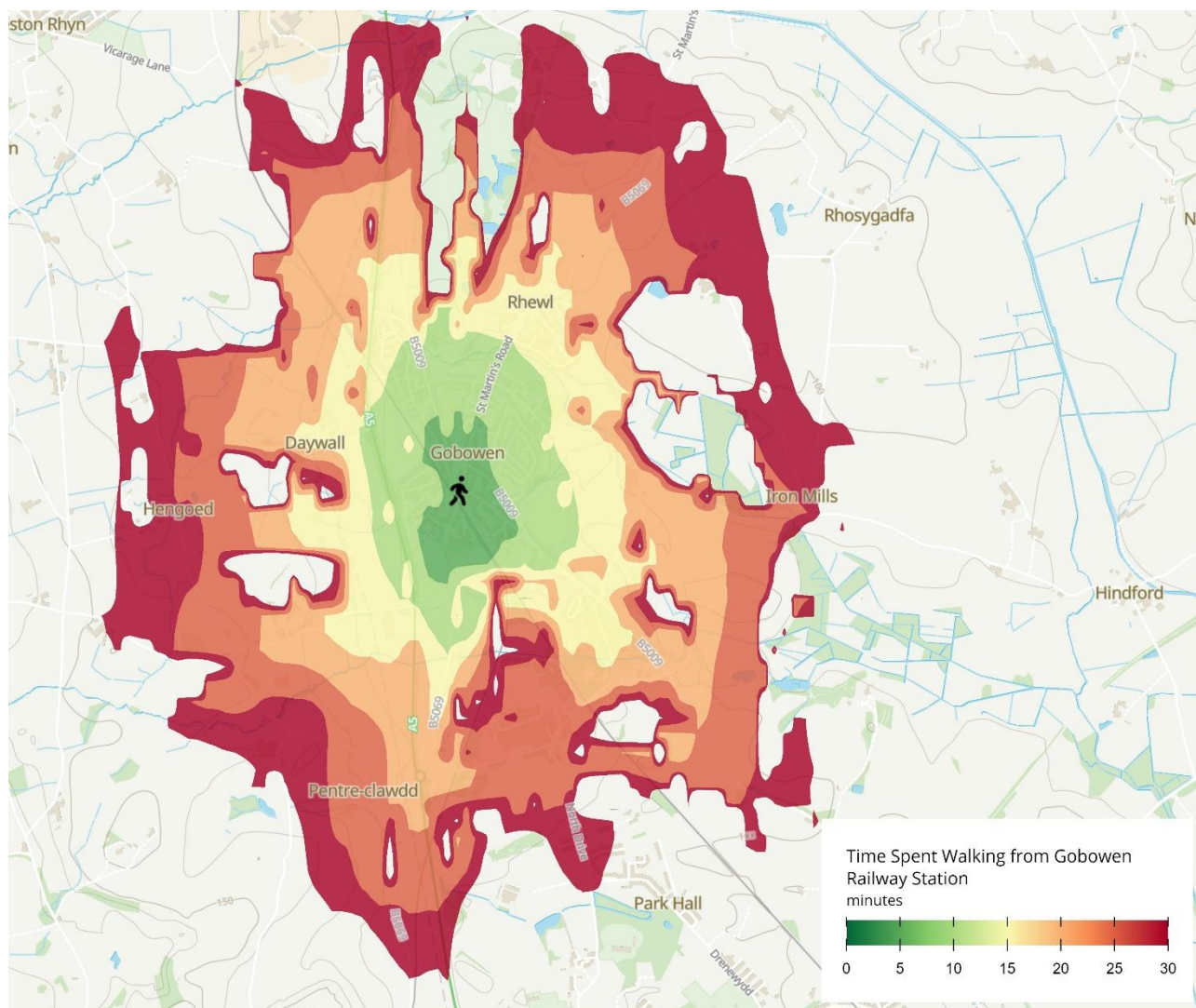


Figure 4-4: Gobowen Railway Station CWZ Accessibility Analysis

4.1.2 Key Walking Routes

Figure 4-5 illustrates the key walking routes within a ten-minute walk of Cross Street, the centre point within the Oswestry CWZ. Figure 4-6 shows this analysis for the Gobowen Railway Station CWZ.

The key walking routes area categorised using the following criteria which is contained within the DfT Guidance (DfT, 2017):

- **Primary Walking Routes:** Such as busy shopping streets, business areas and main pedestrian thoroughfares
- **Secondary Walking Routes:** Moderate use routes connecting to primary routes and local centres
- **Link Footways:** Connecting local access footways through urban areas
- **Local Access Footways:** Low use footways such as estate roads and cul-de-sacs

Figure 4-5 indicates:

- The Primary Routes (red routes) connect up the town centre and busy shopping streets
- The key Secondary Routes (yellow) provide connectivity from the town centre into residential areas
- Numerous link and local access footways (blue and purple routes) provide cut-throughs within residential areas and provide access to multiple services, including access to car parking and green space

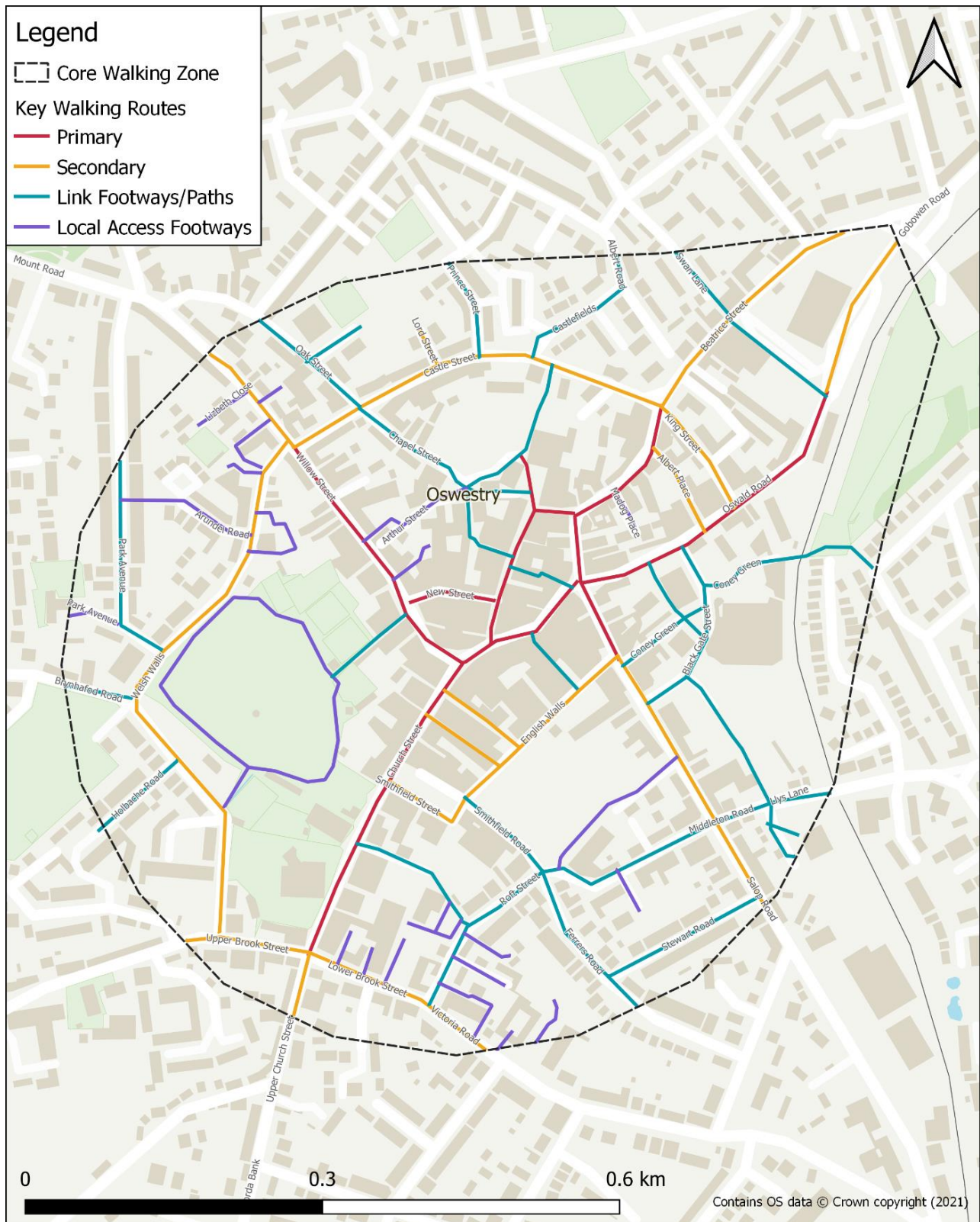


Figure 4-5: Oswestry Town Centre CWZ Key Walking Routes

Figure 4-6 indicates:

- Primary routes connect into the railway station
- Key secondary routes provide connectivity through residential areas to the primary routes
- Numerous link and local access footways provide cut-throughs within residential areas and provide access to local services

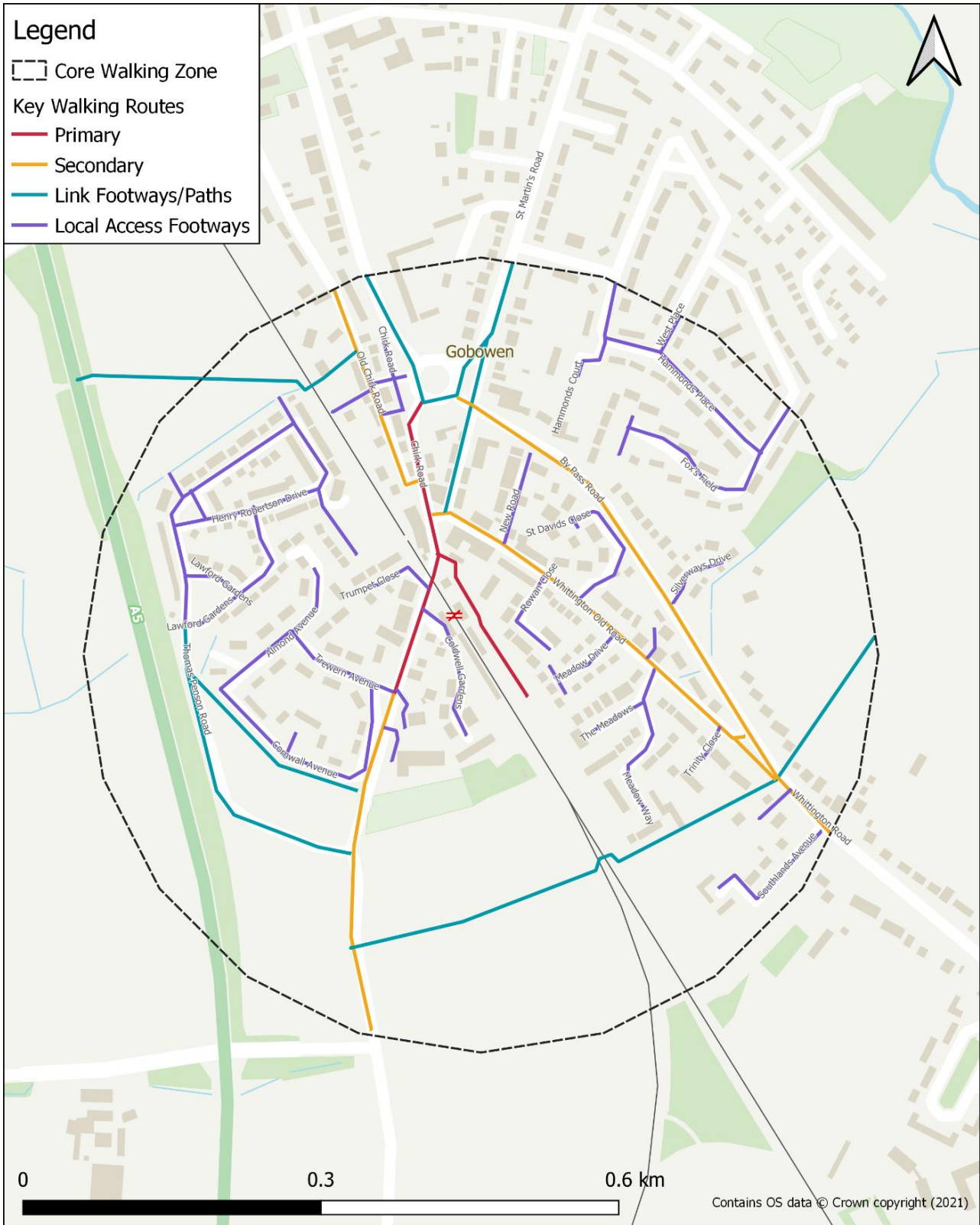


Figure 4-6: Gobowen Railway Station CWZ Key Walking Routes

4.1.3 Stakeholder Engagement

Similar to the route selection process for the cycling network (see Chapter 3), the key walking routes have been informed by suggestions from local stakeholders who walk and cycle around Oswestry. An initial survey was circulated to local stakeholder groups to support the evidence base by capturing their views on network-wide opportunities and constraints for active travel within Oswestry.

Further suggestions and feedback on the identification of the CWZ's and key walking routes and opportunities for walking improvements were collected through a local workshop. All suggestions were collated on Miroboard, a snapshot of which is shown in Figure 4-7.

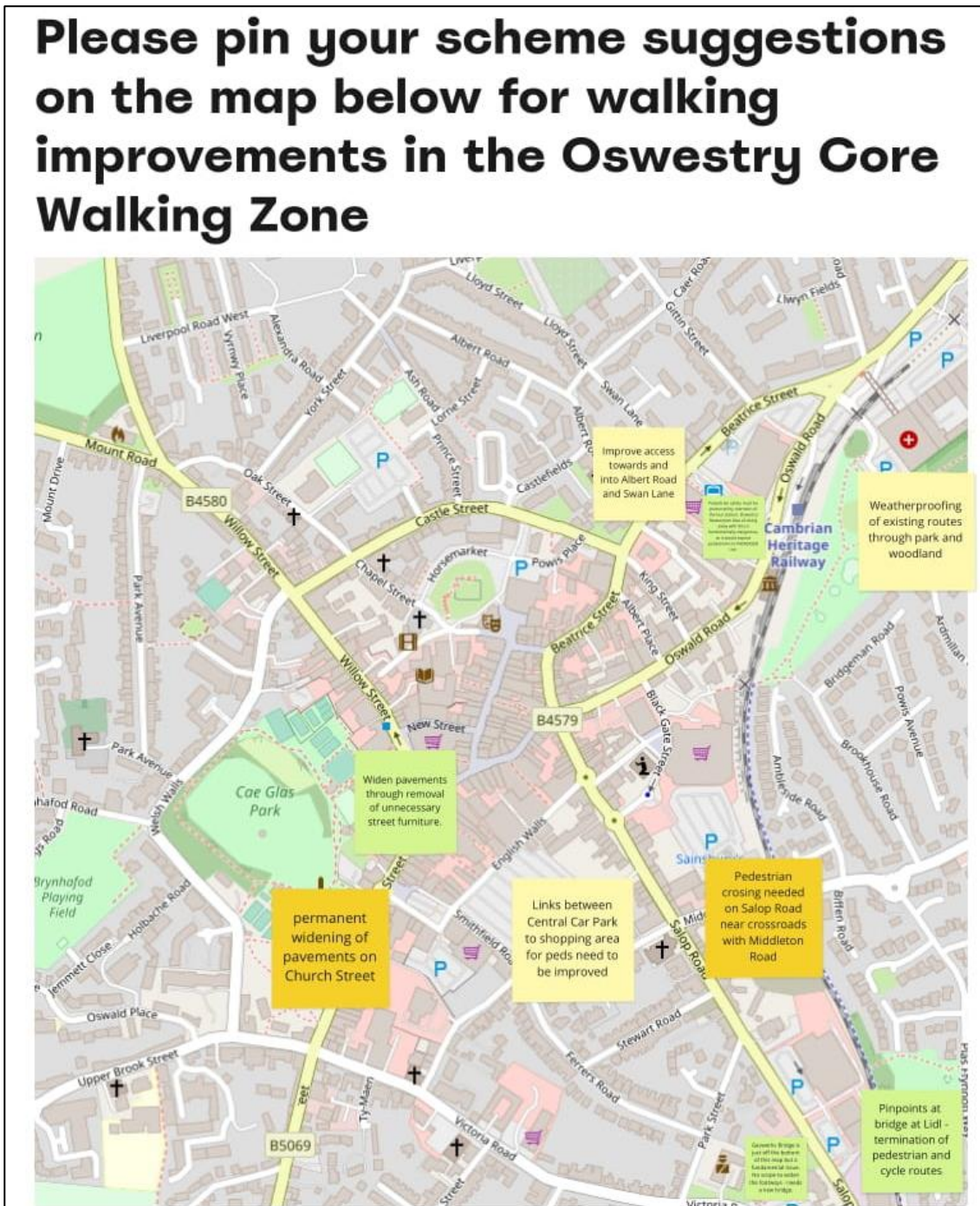


Figure 4-7: Stakeholder Feedback on Oswestry Town Centre

A subsequent site visit, as well as follow-up survey sent to those stakeholders that attended the workshop, enabled validation and further refinement of the CWZs, key walking routes and proposed improvements (see Chapter 2 for further detail).

4.1.4 Walking Route Audits

The ease of walking both to the CWZ from the town’s residential areas as well as through the CWZ (known as permeability) can be affected by the presence of barriers such as railway lines, rivers and heavily trafficked routes, this is known as ‘severance’. Crossing points at these barriers create ‘funnel routes’ which have higher pedestrian flows.

A desktop audit, validated by a site visit (undertaken March 2022) of the existing key pedestrian routes both to the Oswestry CWZ from the surrounding residential areas and through the Oswestry CWZ was undertaken to determine where improvements were needed. The audit included a review of footway provision and condition, the availability of crossing points and way-finding signage. A key focus of the audit was reviewing the infrastructure for those with mobility impairments. It also included consideration of historical collision data involving pedestrians.

The Walking Route Assessment Tool provides a baseline for existing conditions and identified the existing barriers and funnel routes (see Figure 4-9 and Figure 4-9) when walking both to and within the CWZs. The results of the audit are shown in Figure 4-8, Oswestry’s CWZ achieved a score of 59%, quite far below the minimal provision score of 70% set out by the guidance. However, Gobowen’s CWZ achieved a higher score of 65%.

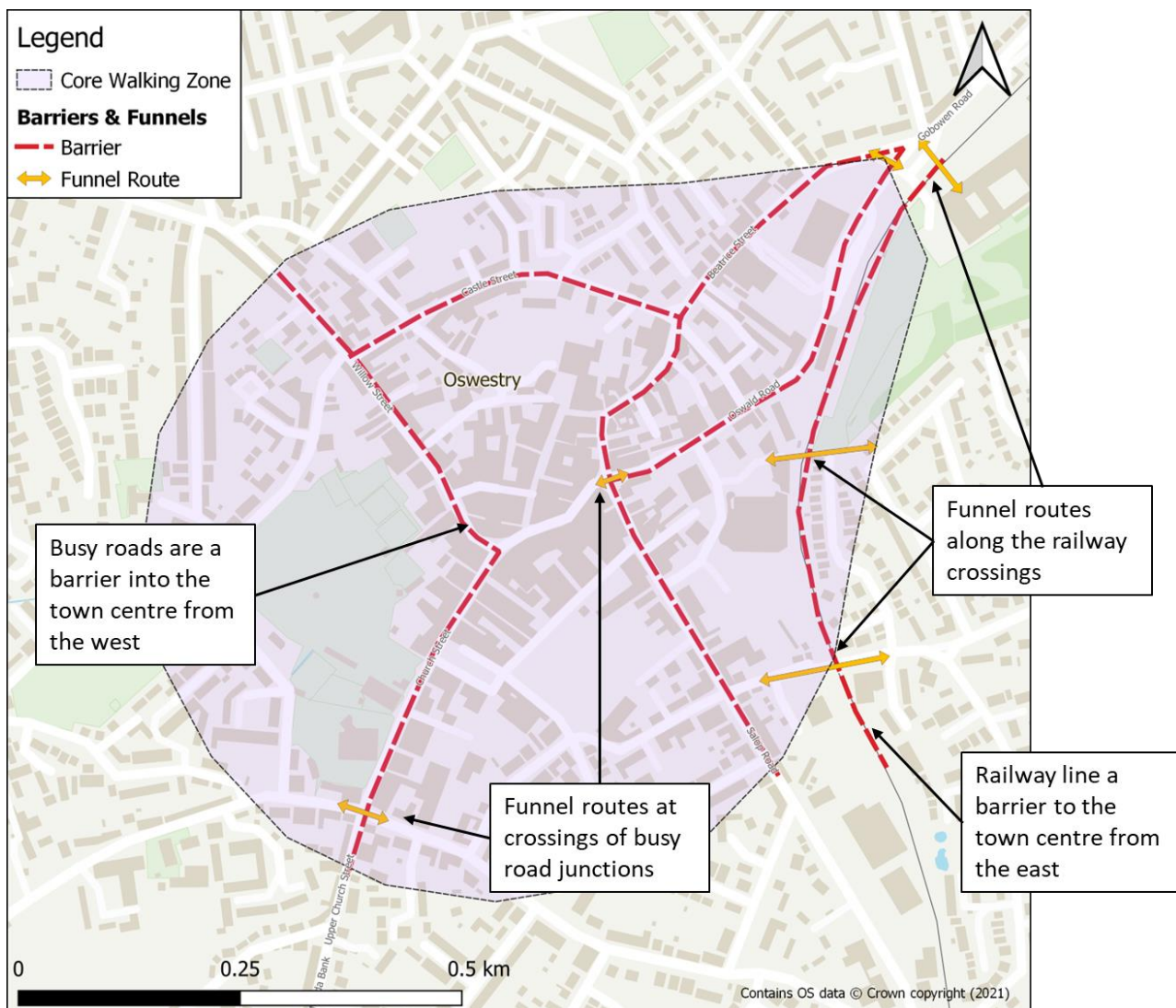


Figure 4-8: Oswestry town centre CWZ Barrier & Funnel Analysis

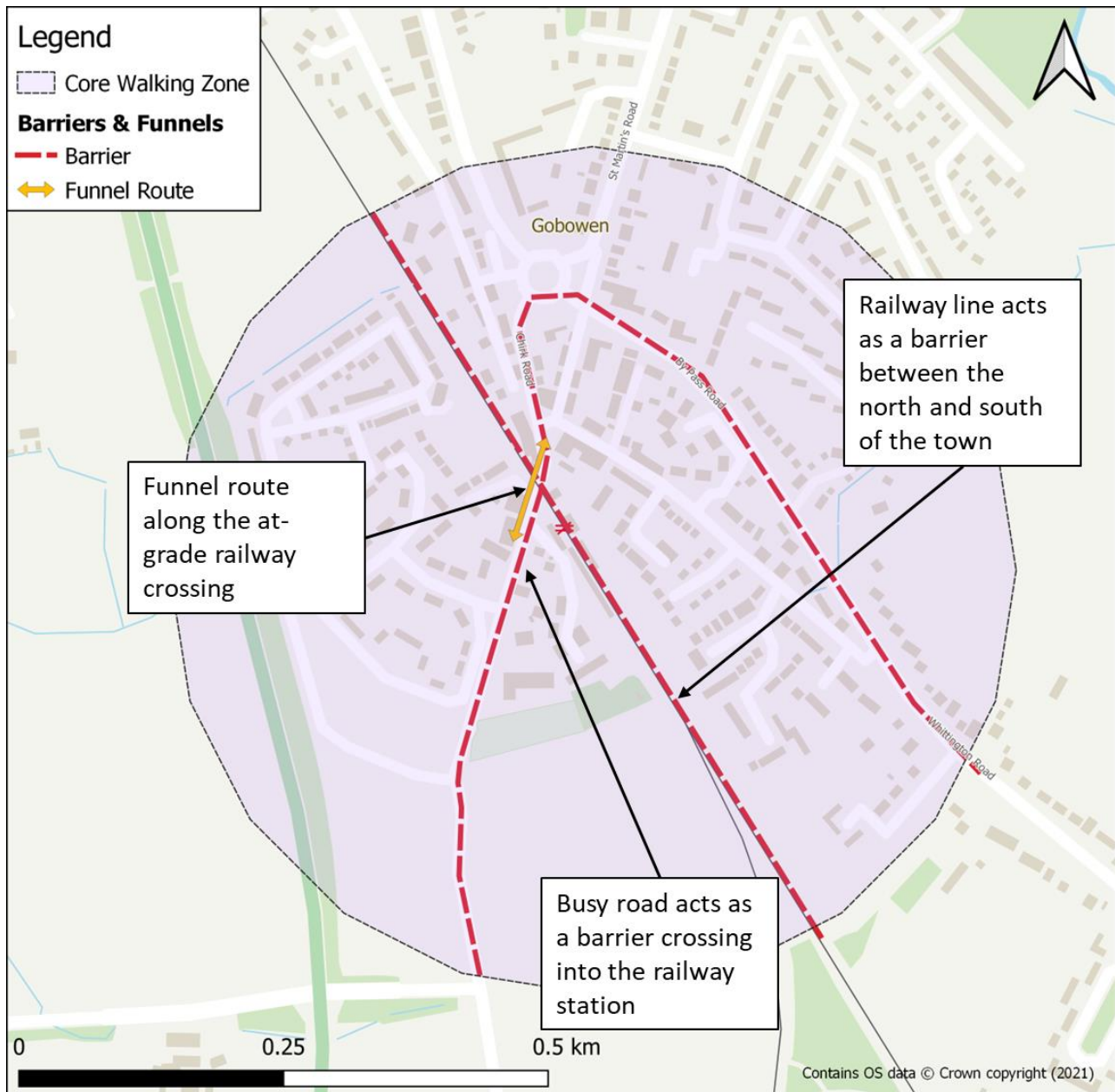


Figure 4-9: Gobowen railway station CWZ Barrier & Funnel Analysis

Principle	Oswestry		Gobowen	
	Performance Score	% Score	Performance Score	% Score
Attractiveness <i>(includes maintenance, fear of crime, traffic noise and pollution)</i>	5	83%	5	83%
Comfort <i>(includes condition of footways, footway width, width on staggered crossings/pedestrian islands/refuges, prevalence of vehicles parked on the footway and gradient of footways)</i>	6	60%	8	80%
Directness <i>(includes footway provision, location of crossings in relation to desire lines, gaps in traffic, impact of controlled crossings on journey time and green man time)</i>	5	50%	6	60%

Safety (<i>includes traffic volume, traffic speed and visibility</i>)	3	50%	3	50%
Coherence (<i>includes provision of dropped kerbs and tactile paving</i>)	1	50%	0	0%
Total	20	59%	22	65%

Table 4-1: Walking Route Audit Scores for the Oswestry and Gobowen CWZ

4.2 Core Walking Zone Improvements

Strategic recommendations for each CWZ have been based upon the key outcomes of Section 4.1 above.

The proposed interventions for each CWZ are high-level and identify concepts for further consideration in the next stage of design. The interventions identified seek to address the issues and barriers identified in this chapter. Walking improvement measures for each of the CWZs range from minor interventions such as dropped kerbs to new crossings, footway widening and public realm improvement projects. Although the proposed interventions focus on the CWZs in line with DfT LCWIP guidance, they provide examples of the types of interventions that can be implemented in other parts of Oswestry and county-wide.

It is also worth noting that the majority of the cycle schemes proposed in Section 3.4 include provision for pedestrians and so also act as walking recommendations. The recommendations proposed below cover wider area improvements as most of the route specific changes are covered by cycling proposals above.

4.2.1 Oswestry Town Centre

Table 4-2 and Figure 4-10 provide a series of overarching recommendations for improving the walking environment in the Oswestry town centre CWZ, categorised by the key Gear Change (2020) principles of Attractiveness, Comfort, Directness, Safety & Coherence. As identified in the main LCWIP report, these principles are essential requirements for Shropshire Council to meet in order to qualify for future active travel grant funding from Active Travel England.

Key Principle	Strategic Walking Improvement Recommendations
Attractiveness & Comfort	<ul style="list-style-type: none"> • A history/culture trail to tie the network into its location and promote a sense of place • Improve the entrance to Cae Glas Park from Willow Street • Removal of the Festival Square Car Park to give more of this space to pedestrians, improve surfacing of the square and improve signage to make clear what modes are allowed there • Additional access point to the path along the railway line from Middleton Road bridge. This would provide a pleasant alternative to walking on the B4579
Directness	<ul style="list-style-type: none"> • Additional crossings to the central car park would improve access to the retail streets. Particularly on English Walls • Crossing needed on Oswald Street to improve access to pedestrian entry to Sainsburys • Allow cycling in Cae Glas Park. Widening access into Cae Glas Park from Church Street to make more accessible to all cyclists/wheelers • In the Central Car Park, there is potential to introduce a one way system and use the extra space to add pedestrian walkways to improve pedestrian safety and accessibility for those with buggies and mobility scooters
Safety	<ul style="list-style-type: none"> • Upgrade of crossings throughout the CWZ (e.g. on Oswald Street outside Sainsburys and on English Walls) to address lack of clarity on pedestrian priorities
Coherence	<ul style="list-style-type: none"> • Improved wayfinding to key destinations, particularly the bus station as this is not in an obvious location

- Additional signage to the footpaths leading into the CWZ from surrounding housing estates with time estimates. For example, the path connecting Plas Ffynnon Way to the path along the railway
- Improved signage in alleyways to help pedestrians find the alternatives to walking along busy roads

Table 4-2: Strategic Walking Improvement Recommendations in Oswestry Town Centre CWZ

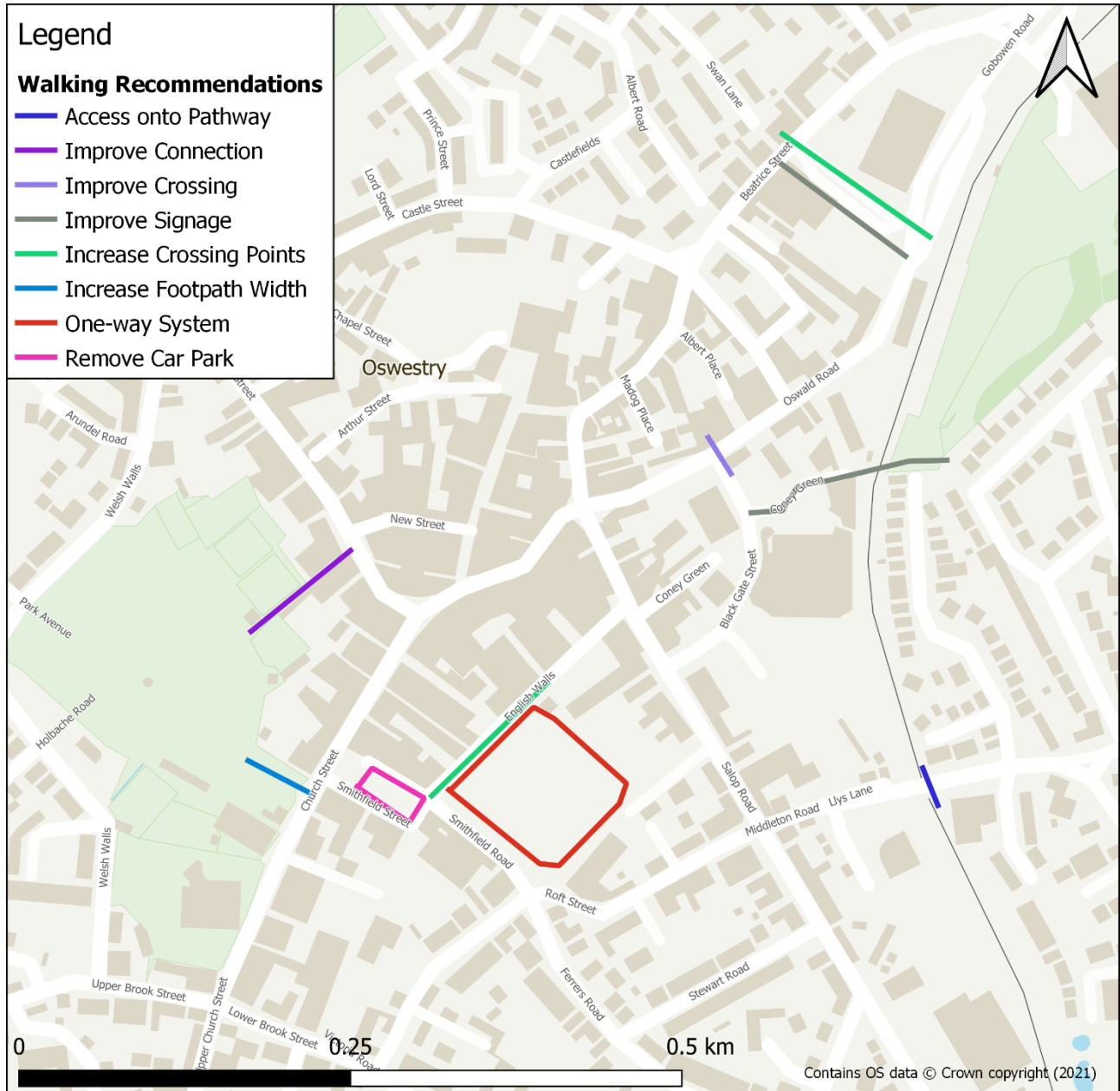


Figure 4-10: Walking Recommendations Within Oswestry

4.2.2 Gobowen Railway Station

Table 4-3 and Figure 4-11 provide a series of overarching recommendations for improving the walking environment in the Gobowen Railway Station CWZ, again these are categorised by the key Gear Change (2020) principles of Attractiveness, Comfort, Directness, Safety & Coherence.

Key Principle	Strategic Walking Improvement Recommendations
Attractiveness & Comfort	<ul style="list-style-type: none"> Improvement of streetscape through revitalisation and introduction of greenery Upgrade the existing old carriageway seating area with a more pleasant and open seating area in that space Utilise the space outside the station to create more of a gateway to the town
Directness	<ul style="list-style-type: none"> Improve crossing provision at the roundabout to allow for more direct routes across Upgrade the bridge over the railway line to the north to allow for more direct movements east-west
Safety	<ul style="list-style-type: none"> Improve crossing of B5069 at the exit of the railway station Provision of a pedestrian/cycle bridge over the railway to avoid at-grade crossing
Coherence	<ul style="list-style-type: none"> Replace existing sign post to a mini-information hub with directions to Gobowen services as well as how to access Oswestry

Table 4-3: Strategic walking improvement recommendations in Gobowen Railway Station CWZ

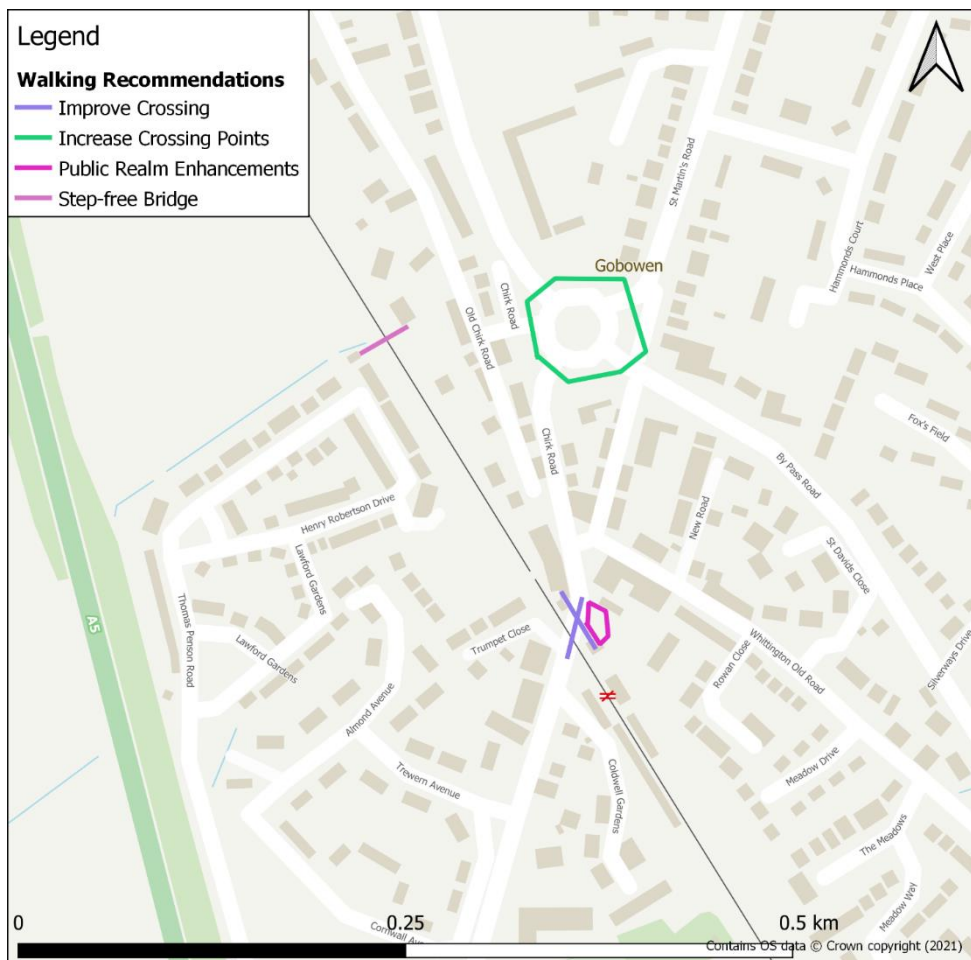


Figure 4-11: Walking recommendations around Gobowen Railway Station

5 Prioritisation Results

As explained in the main LCWIP Report, the purpose of the prioritisation process is to help inform which routes or areas could be considered for further development first. The LCWIP Guidance (DfT, 2017) states that proposed schemes should be prioritised based on their ability to ‘have the greatest impact on increasing the number of people who choose to walk and cycle and therefore provide the greatest return on investment’. It also identifies other factors, including deliverability of schemes or opportunities to integrate with wider schemes, should be considered.

The LCWIP Main Report provides further detail on the appraisal approach used to inform the prioritisation of schemes.

5.1 Top Performing Schemes

Table 5-1 shows the top performing schemes for Oswestry a full list of the prioritisation results for Oswestry is shown in Appendix: Full Prioritisation Results.

On the whole Oswestry scored higher than the other towns, particularly due to potential mode shift and growth. This is likely a result of not having an active railway station, therefore many of the schemes are aiming to link the town centre with the Orthopaedic Hospital and Gobowen station, as well as including an industrial estate. A scheme was proposed here, to extend the current cycle path along the existing railway corridor to Gobowen, however, we were informed that this did not align with plans to run a shuttle rail service. Otherwise, it is our view that such a scheme would have scored very well.

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank
O.12	Link along Gobowen Road in Oswestry town centre	4.5	8	9	7.5	8.25	37	28	65	1
O.40	Connection through north-western residential area (O2) linking between the town centre (D1) and employment zone (D2) and linking to Woodside Primary School. Route along Oak Street, York Street, Liverpool Road, Old Fort Road, Wat's Drive and Coppice Drive	5.25	8	8	7.5	9	38	26	64	2
O.10	Route along main road through town centre (D1) to employment zone (D2), alternative route to O.16, follows Beatrice Street and Leg Street	5.25	7.5	9	7.5	8.25	38	26	64	3
O.24	The pedestrianised area through the town centre (D1) along Cross Street and Oswald Road	5.25	7.5	9	9	8.25	39	24	63	4
O.11	Route along Castle Street providing an east-west route bypassing the town centre	8.25	8	6	8.25	8.25	39	24	63	5
O.39	Route through residential area (O1) connecting the primary school, follows existing pathways	8.25	8	8	8.25	8.25	41	22	63	5

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank
O.20	Connection east-west through the residential area (O1) connecting into the town centre (D1) along Cabin Lane and Middleton Road	5.25	7.5	9	7.5	7.5	37	26	63	5
O.15	N-S route through the residential area (O1) along Unicorn Road connecting to the employment zone off Gobowen Road (D2)	6.75	8	4	8.25	9	36	26	62	8
O.14	N-S route through the residential area (O1) along College Road connecting to the Mile Oak Industrial Estate (D3)	5.25	8	6	8.25	8.25	36	26	62	9
O.13	Link through car parks along Smithfield Road to Church Street (D1)	5.25	7.5	6	9	7.5	35	26	61	10

Table 5-1: Top Performing Schemes in Oswestry



Figure 5-1: Top 10 Scoring Schemes in Oswestry

5.2 Prioritised Routes

5.2.1 Timescales

In line with DfT Guidance, this LCWIP considers a prioritised series of network upgrades across a ten-year period.

Future infrastructure improvement schemes have been categorised as follows:

- **Short Term Network Improvements (2 – 5 years):** ‘*Quick wins*’ which can be delivered relatively easily with limited local opposition, do not rely on other schemes progressing and could be delivered within current or already identified forthcoming funding streams available to Shropshire Council. Schemes can only be categorised as Short Term if they are either in the top 100 schemes over the county or have a score within the top 10% for the town they are in.
- **Medium Term Network Improvements (5 – 8 years):** Schemes that potentially require more than one round of consultation before progression, and are subject to further feasibility assessment and/or reliant on some dependency such as another scheme progressing
- **Long Term (8 – 10 years):** Schemes that are more challenging to deliver due to the need for more in-depth consultation, noteworthy scheme engineering feasibility challenges and/or are reliant on other schemes progressing

5.2.2 Prioritised Routes

Based on the outcomes of the appraisal and prioritisation process, the recommended delivery timescales for the cycling network are indicated in Figure 5-2.

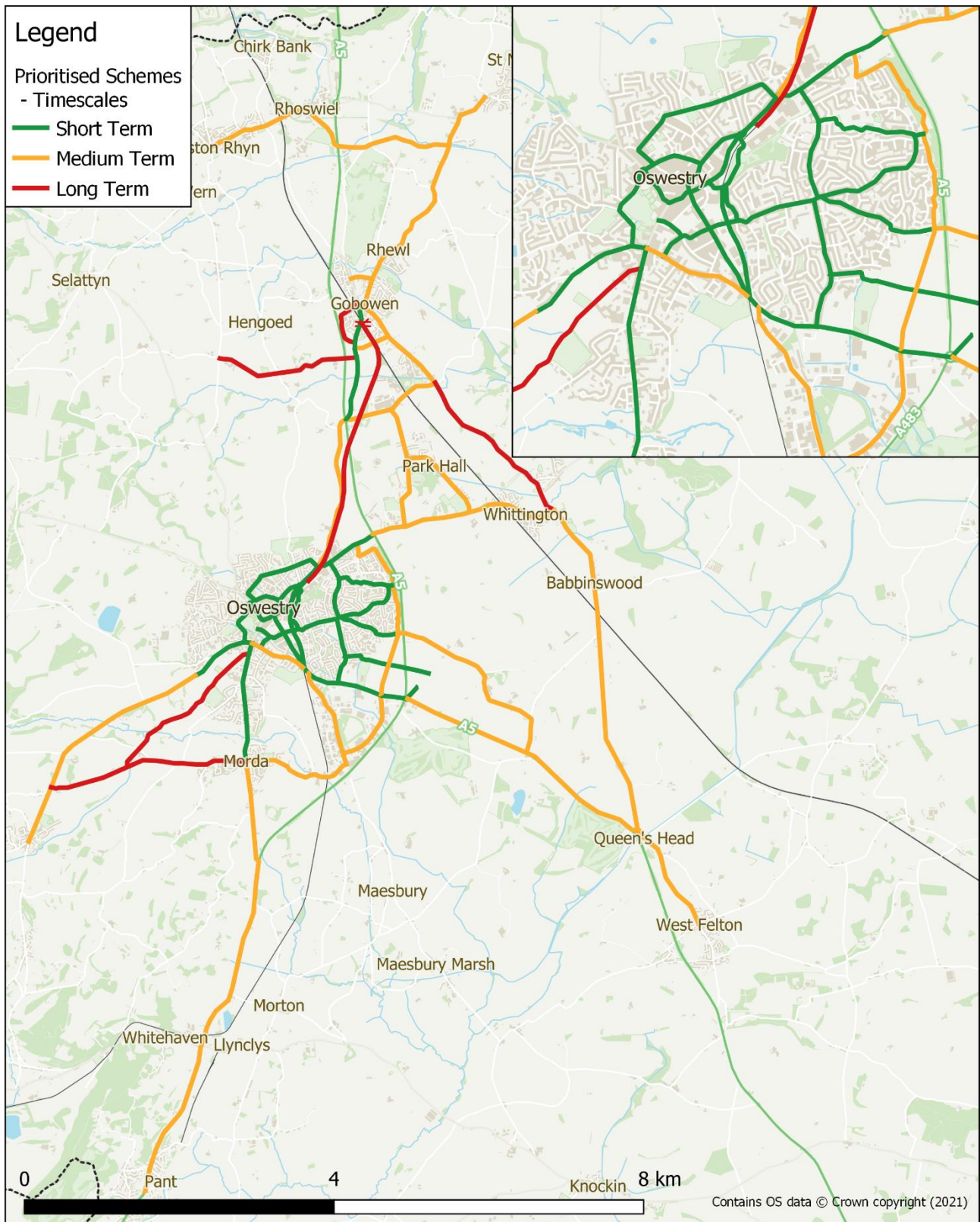


Figure 5-2: Prioritised Schemes in Oswestry

6 Appendix: Full Prioritisation Results

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
O.12	Link along Gobowen Road in Oswestry town centre	4.5	8	9	7.5	8.25	37	28	65	1	Short
O.40	Connection through north-western residential area (O2) linking between the town centre (D1) and employment zone (D2) and linking to Woodside Primary School. Route along Oak Street, York Street, Liverpool Road, Old Fort Road, Wat's Drive and Coppice Drive	5.25	8	8	7.5	9	38	26	64	2	Short
O.10	Route along main road through town centre (D1) to employment zone (D2), alternative route to O.16, follows Beatrice Street and Leg Street	5.25	7.5	9	7.5	8.25	38	26	64	3	Short
O.24	The pedestrianised area through the town centre (D1) along Cross Street and Oswald Road	5.25	7.5	9	9	8.25	39	24	63	4	Short
O.11	Route along Castle Street providing an east-west route bypassing the town centre	5.25	7.5	9	7.5	7.5	37	26	63	5	Short
O.20	Route through residential area (O1) connecting the primary school, follows existing pathways	8.25	8	6	8.25	8.25	39	24	63	5	Short
O.39	Connection east-west through the residential area (O1) connecting into the town centre (D1) along Cabin Lane and Middleton Road	8.25	8	8	8.25	8.25	41	22	63	5	Short
O.15	N-S route through the residential area (O1) along Unicorn Road connecting to the employment zone off Gobowen Road (D2)	6.75	8	4	8.25	9	36	26	62	8	Short
O.14	N-S route through the residential area (O1) along College Road connecting to the Mile Oak Industrial Estate (D3)	5.25	8	6	8.25	8.25	36	26	62	9	Short
O.13	Link through car parks along Smithfield Road to Church Street (D1)	5.25	7.5	6	9	7.5	35	26	61	10	Short
O.21	Route along the path that follows the railway line providing a N-S connection from Shrewsbury Road to Oswald Road	5.25	8.5	9	6.75	7.5	37	24	61	11	Short

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
O.27	Route along Shrewsbury Road connecting Mile Oak Industrial Estate (D3) to the future employment site (D6) and to the south of the residential area (O1) - forms part of the Mile End SUE	6	8	7	6.75	6.75	35	26	61	12	Short
O.54	Route to link Middleton Road to Wilfred Owen Green to provide connection to the path along the currently inactive railway line as this is not possible from Middleton Road bridge	6	8.5	7	6	6.75	34	26	60	13	Short
O.05	Route along Upper Brook St past Oswestry School connecting residential area (O3) to the town centre (D1)	6	8	7	7.5	7.5	36	24	60	14	Short
O.25	Connection between Artillery Business Park (D5) and the central employment zone (D2) to the north of the residential area (O1) along Whittington Road	6	7	5	6.75	9	34	26	60	15	Short
O.33	Link from Gobowen railway station (D7) to central Gobowen (O9) along Chirk Road	4.5	6	8	6.75	6	31	28	59	16	Short
O.07	Route along Willow Street providing a connection into the town centre (D1)	5.25	7.5	9	9	8.25	39	20	59	17	Short
O.32	Connecting from existing cycleway to the currently inactive railway line along footpath through Wilfred Owen Green	4.5	8.5	9	6.75	8.25	37	22	59	17	Short
O.16	Route through Oswestry town centre (D1) connecting to the railway station (D1) and northern employment (D2)	4.5	7.5	9	7.5	8.25	37	22	59	19	Short
O.18	east-west route through residential area (O1) along Middleton Road connecting other proposed routes	7.5	6.5	4	8.25	8.25	35	24	59	20	Short
O.03	Route around Cae Glas Park along Welsh Walls	5.25	7.5	7	9	7.5	36	22	58	21	Short
O.37	Route along Victoria Road connecting the town centre (D1) and the Mile Oak Industrial Estate (D3)	5.25	7.5	7	9	7.5	36	22	58	21	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
O.22	Connection from Morda (O5) to Oswestry town centre (D1) along Morda Road	6	8	6	7.5	8.25	36	22	58	23	Short
O.26	Route along Salop Road connecting into the town centre (D1)	4.5	7.5	7	7.5	8.25	35	22	57	24	Short
O.36	Connection from Judge Road (O1) to future employment zone (D6) through new housing development (as part of the SUE) and across the A5	6	6	5	8.25	7.5	33	24	57	24	Short
O.31	Route connecting Gobowen railway station (D7) and Oswestry (N)	6	7.5	9	6	6	35	22	57	26	Short
O.19	Route through Broadlands Way Playing Fields along existing PROW connecting n-s to the east of the residential area (O1)	8.25	6.5	3	7.5	8.25	34	22	56	27	Medium
O.41	Route between Morda (O5) and Mile Oak Industrial estate (D3) along Weston Road	7.5	7	3	5.25	6.75	30	26	56	27	Medium
O.29	Connection between Whittington (O11) and Oswestry along Whittington Road	6.75	7	4	6.75	6.75	31	24	55	29	Medium
O.01	Connection from the orthopaedic hospital (D4) towards Oswestry along North Drive and Burma Road	5.25	7	4	4.5	6	27	28	55	30	Medium
O.06	Route along PROW from B5009 Whittington Road to B5069 Chirk Road	6	5.5	6	6	5.25	29	24	53	31	Medium
O.52	Alternative route connecting Oswestry and Gobowen railway station to sit alongside the restored railway line (alternative to O.30)	4.5	7	9	6.75	7.5	35	18	53	31	Long
O.30	Route connecting Gobowen railway station (D7) and Oswestry (S)	5.25	6.5	6	6	6.75	31	22	53	33	Medium
O.51	Connection into the hospital (D4) from Whittington (O10) along Drenewydd	6.75	6	3	5.25	7.5	29	24	53	33	Medium
O.34	Infrastructure through the Gobowen residential area (O9) along Thomas Penson Road	6.75	7	7	6	5.25	32	20	52	35	Long
O.43	Connection between Pant (O6) and Oswestry along A483	6	6	7	4.5	4.5	28	24	52	35	Medium
O.49	Route along B5009 from Derwen college (D4) to Gobowen (O9)	5.25	6.5	8	7.5	6.75	34	18	52	35	Medium

Scheme Name	Description	Zero Carbon	Healthier	Mode Shift	Inclusive	Sustainable Growth	Objective Total	Deliverability	Total Score	Local Rank	Time Scale
O.02	Route through Mile Oak Industrial Estate (D3) along Maes-Y-Clawdd	6.75	6	5	6	7.5	31	20	51	38	Medium
O.45	N-S movement through new development within O1 to support access to employment zones (D5 and D6)	6.75	5.5	5	5.25	6.75	29	22	51	38	Medium
O.44	Connection between West Felton (O7) and Oswestry along the A5	7.5	6.5	4	5.25	6.75	30	20	50	40	Medium
O.53	Connection from the Station Road/Old Chirk Road junction in Weston Rhyn (O11) to St Martin's Mood on St Martin's Road	7.5	6.5	3	6	6.75	30	20	50	41	Medium
O.55	Route along Middleton Road/Middleton Lane connecting O.18 to O.44, as an alternate to the route along the A5	7.5	5.5	3	4.5	5.25	26	24	50	41	Medium
O.50	Maesbury Road through Mile Oak Industrial Estate (D3)	5.25	7.5	3	5.25	6	27	22	49	43	Medium
O.04	Route through the hospital and college (D4) along Twmpath Lane	5.25	7	4	6	4.5	27	22	49	44	Medium
O.42	Connection between Gobowen (O9) and St Martins (O12) along St Martins Road	8.25	5.5	3	5.25	4.5	27	22	49	45	Medium
O.28	Route through Gobowen to the north, along St Martin's Road	7.5	7	7	6	4.5	32	16	48	46	Medium
O.56	School Lane in Gobowen	7.5	5.5	4	5.25	3.75	26	20	46	47	Medium
O.08	Connection from Oswestry towards Trefonen (O8) via Coed-Y-Go along Penylan Lane	6.75	6.5	4	6	6	29	16	45	48	Long
O.46	Connection from West Felton (O7) to Whittington (O10) supporting movement to north Oswestry and Gobowen	6	6	3	6.75	7.5	29	16	45	48	Medium
O.48	Supporting the movement between Weston Rhyn (O11) and Gobowen (O9/D7) along an unnamed road through Hengoed	5.25	5	5	3.75	3.75	23	22	45	50	Long
O.17	Connection between Trefonen (O8) and Oswestry along Trefonen Road	7.5	5.5	3	5.25	4.5	26	18	44	51	Medium
O.35	Connection between Whittington (O10) to Derwen College (D4) along B5009	4.5	6.5	4	6	6.75	28	12	40	52	Long
O.47	Connection from Trefonen (O8) to Morda (O5) along Trefonen Road to support movements to the south of Oswestry	6	5	3	4.5	4.5	23	14	37	53	Long

7 References

DfT, 2017. *Local Cycling & Walking Infrastructure Plans: Technical Guidance for Local Authorities*.
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