



A.

**SUMMARY OF
BACKGROUND
POLICIES AND
PLANS**

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A successful trail master plan needs to be founded on policy at all levels of government in order to provide the tools and mechanisms necessary to implement it. The summary found in this appendix provides the existing policy framework for trails and active transportation at the federal, provincial, regional and municipal level that will form the basis for developing the Oxford County Trails Master Plan Study.

A.1 FEDERAL POLICIES & PLANS

A.1.1 TRANSPORT CANADA

In 2005, Transport Canada developed a report titled “Strategies for Sustainable Transportation Planning: a review of practices and options”. The report identifies a set of guidelines which document how sustainable transportation principles can be incorporated into municipal transportation plans. A simple principle includes the creation of policies related to walking and cycling that can be used to develop effective, implementable plans which promote sustainable transportation at the federal level. Strategies and policies within the report which specifically address sustainable transportation include:

Table A.1 Sustainable Transportation Policies & Strategies from Transport Canada

Sustainable Transportation Policies	Relevance to Trails and Active Transportation
Land Use Planning Integration	<ul style="list-style-type: none"> Encourage desirable land use form and design (e.g. compact, mixed-use, pedestrian/bike-friendly) through transportation plan policies.
Environment & Health	<ul style="list-style-type: none"> Identify strategies to mitigate the air quality impacts of transportation activities. Identify strategies to mitigate noise impacts of transportation activities. Identify ways that transportation systems influence the achievement of the community’s economic or social objectives. Provide support in the plan’s strategic directions.

Table A.1 Sustainable Transportation Policies & Strategies from Transport Canada

Sustainable Transportation Policies	Relevance to Trails and Active Transportation
	<ul style="list-style-type: none"> Recognize the importance of ensuring access to opportunities for disabled and low-income persons, recent immigrants, youth and the elderly. Set goals and objectives for reducing the need to travel, improving transit mobility, and preserving minimum levels of service on roadways. Identify related strategies. Address the transportation needs of persons with disabilities, notably with regard to public transit service and barrier-free design in public rights-of-way. Recognize the public health impacts of transportation activity arising through road safety, pollution and physical activity levels. Identify effective strategies to strengthen positive impacts and lessen negative ones. Recognize the impact of transportation-related death and injury on quality of life and the economy. Set goals and objectives for multimodal road safety. Identify effective road safety strategies.
Modal Sustainability	<ul style="list-style-type: none"> Identify strategies, policies, facilities and services to increase walking, cycling, other active transportation, transit, ridesharing and teleworking. Recognize synergies and tensions among different modes (e.g. potential for multimodal cycling-transit trips, potential for modal shift from transit to ridesharing). Address possible implications for transportation objectives. Include objectives, strategies, policies, facilities and services to make transit operations more sustainable.

The publishing of this document and the recommended policies and strategies identified within it illustrates the federal government's commitment to developing national standards and practices which can be used to help improve conditions for walking and cycling in a consistent and coordinated manner.

A.1.2 FEDERATION OF CANADIAN MUNICIPALITIES

The Federation of Canadian Municipalities (FCM) has considered itself the national voice for municipal governments since 1901. The organization represents 1,775 municipal members which fall within the federal jurisdiction. Members include Canada's largest cities, small urban and rural communities, and 18 provincial and territorial municipal associations. The organization fosters the development of sustainable communities enjoying a high quality of life by promoting strong, effective and accountable municipal government.

FCM developed the "Communities in Motion: Bringing Active Transportation to Life Initiative". This document is a key resource for all Canadian municipalities. It sets out goals for promoting the development of active transportation infrastructure and programming, eliminating barriers to different travel mode choices and promoting active transportation modes such as walking and cycling as part of everyday life.

The document addresses the provision of on and off-road walking and cycling facilities specifically by noting that:

"Some pedestrians and cyclists stick to city streets to reduce travel time and distance. Others, however, prefer less stressful off-road routes that let them connect with nature. Lighting on trails improves safety and security, wayfinding systems help people get where they're going, bike ramps let cyclists get up and down staircases with ease, and dedicated bridges help everyone cross waterways, ravines and railway lines. Off-road routes are also important for recreation, and many communities are expanding their trails systems to boost tourism."

The promotion of the design and development of walking and cycling facilities including both on and off-road alternatives is reinforced through this policy at a federal level. Local municipalities are encouraged to use these findings to help guide the development of individual routes, systems and linkages which highlight natural areas, promote community connectivity and help to realize economic benefits community-wide.

A.2 PROVINCIAL POLICIES & PLANS

A.2.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS), currently under review, sets the foundation for regulating land use and development within the Province of Ontario while supporting provincial goals and objectives. The PPS sets out guidelines for sustainable development and the protection of resources of provincial interest. The vision for land use planning outlined in the PPS states that "long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean healthy environment and a strong economy".

The PPS promotes transportation choices that facilitate pedestrian and cycling mobility and other modes of travel. "Transportation systems" as defined in the PPS are systems that consist of corridors and rights-of-way used for the movement of people and goods as well as associated transportation facilities, including cycling lanes and park'n'ride lots. Policies pertaining to alternative modes of transportation such as cycling, walking and transit are dispersed throughout the PPS. The draft PPS update was released in September 2012 for public comment. Within this document references are made to the provision of active transportation (pedestrian and cycling) facilities as a means of encouraging the growth of the province and its local communities.

Some of the references include:

- Supporting active transportation to increase connectivity within and among transportation modes to build strong, healthy communities (Page 5).
- As part of the Vision for Ontario’s Land Use Planning System, the province is committed to developing land patterns which promote and increase the use of active transportation modes (Page 11). This concept is repeated frequently throughout the document as different land uses are discussed.
- In section 1.4, “Housing”, it is encouraged that new housing areas be developed to promote densities which support the use of active transportation (Page 18).
- Section 1.6, “Infrastructure”, notes that active transportation be included as part of public service facilities which are to be located within community hubs to promote cost-effectiveness (Page 19).
- Section 1.8, “Energy Conservation, Air Quality and Climate Change”, identifies the importance of the promotion of active transportation between residential, employment and other land uses to support energy conservation and efficiency.
- Section 1.5 speaks to “Public spaces, recreation, parks, trails and open space” which is based around the promotion and facilitation of active transportation development to ensure that communities are successfully connected for recreation as well as utilitarian purposes.
- Section 6.0 provides definitions for key terms used throughout the document. As identified by the Province of Ontario, Active Transportation means:

“Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.”

It is important to note that this definition is reflected in other provincial and local planning documents and should be used as the standard definition of active transportation for the County of Oxford Trails Master Plan Study.

A.2.2 BILL 51 – PLAN REFORM

Bill 51 was approved in January of 2007 and reforms the Planning Act. The Planning Act provides the legislative framework and is the guiding document for land use planning in Ontario. The document outlines changes to the planning process that are intended to support intensification, sustainable development and the protection of green space. This is facilitated by increasing municipalities’ power and flexibility and providing them with the tools to efficiently use land, resources and infrastructure.

Bill 51 is consistent with Ontario’s recent policy shift towards sustainable land use development and planning. For instance, Bill 51 allows municipalities to require environmentally sustainable design for individual buildings as well as entire neighbourhoods. It has also identified sustainable development as a provincial goal and objective as part of the Provincial Policy Statement.

A.2.3 MUNICIPAL ACT (2001)

The Municipal Act (2001) gives municipalities flexibility when dealing with issues that may arise which influence municipal development. It also requires local municipalities to react quickly to local, economic, environmental or social changes. It recognizes that municipal governments are responsible and accountable when addressing matters within their jurisdictions. The Municipal Act sets out policies pertaining to municipal jurisdiction over municipal highways and the maintenance of those highways. This, in turn, has significant impact on the design and development of cycling facilities which are identified within the road right-of-way.

A.2.4 HIGHWAY TRAFFIC ACT

Bicycles are recognized as a vehicle, as defined in the Ontario Highway Traffic Act (HTA). As such, they can operate on public roadways with the same rights and responsibilities as a motor vehicle. However, bicycles are not permitted on controlled access freeways such as the 400 series highways and / or any roadway designated for “no cycling” by a municipal by-law. The Highway Traffic Act contains a number of policies relating to bicycles, including bicycle lanes on municipal roadways, vehicles interacting with bicycles, bicycles being overtaken, and regulating or prohibiting bicycles on highways.

The Ministry of Transportation is currently addressing many of the policies which pertain to cycling in the Highway Traffic Act. Though the policy document as not been formally updated, possible changes and recommended amendments have been proposed for consideration by the Ministry. As the Act is updated, the County should be aware of how the changes will impact the implementation of enforcement of safe cycling county-wide.

A.2.5 MINISTRY OF HEALTH PROMOTION

The former Ministry of Health Promotion was integrated into the Ministry of Health and Long-Term Care in 2011 and serves as one of the lead Ministries for trail development in Ontario. It is the Ministry of Tourism, Culture and Sports which has the responsibility of coordinating and mitigating recreational trail issues, policy development and planning at a provincial level. The Ministry of Health and Long-Term Care’s mission is to:

- Champion health promotion in Ontario, and inspire individuals, organizations, communities and governments to create a culture of health and wellbeing.
- Provide programs, services, tools and incentives that will enhance health and wellbeing.
- Make healthy choices easier.
- Harness the energy and commitment of other ministries, other levels of government, community partners, the

private sector, the media and the public to promote health and well-being for all Ontarians.

- To make Ontario a leader in health promotion within Canada and internationally.
- A number of years ago, the Ministry of Health Promotion drafted a vision for Ontario’s trails which states that the province should explore the development of:

“A world class system of trails that capture the uniqueness and beauty of Ontario’s vast open spaces and natural and built cultural/heritage resources. People and places are connected through quality, diverse, safe, accessible and environmentally sensitive urban, rural and wilderness experience trails for recreational enjoyment, active living and tourism development.”

A.2.6 ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT (2005)

The Accessibility for Ontarians with Disabilities Act was passed on June 13, 2005 and is a provincially legislated policy which calls on the business community, public and not-for-profit sector and people with disabilities or their representatives to develop, implement and enforce mandatory standards.

The policy makes Ontario the first jurisdiction in Canada to develop, implement and enforce accessibility standards which are applied to both private and public sectors. These standards are the guidelines that businesses in Ontario are required to follow to identify, remove and prevent barriers to accessibility. The Built Environment is the most relevant standard that can be applied to trail planning, design and construction. The final draft of the standard was submitted to the Minister of Community and Social Services in 2010 and underwent a public review period with revisions to many of the draft policies. The final Built Environment Standard was released in early 2013.

A.2.7 DRAFT AODA AMENDMENT – PART IV.1 “DESIGN OF PUBLIC SPACES STANDARDS ACCESSIBILITY STANDARDS FOR THE BUILT ENVIRONMENT”

“The goal of the Accessibility Standards for the Built Environment is to remove barriers in public spaces and buildings. This will make it easier for all Ontarians — including people with disabilities, seniors and families — to access the places where they work, travel, shop and play.”

The standard for public spaces applies to new construction and redevelopment of existing facilities. Enhancements to accessibility for buildings are also governed through Ontario’s Building Code, which governs new construction and renovations in buildings. The standards for public spaces cover: Recreational Trails and Beach Access Routes, Outdoor Public Use Eating Areas, Outdoor Play Spaces, Exterior Paths of Travel, Accessible Parking and Obtaining Services. Some highlights of the technical requirements for recreational trails under the new regulation 80.8(1) include:

- A recreational trail must have a minimum clear width of 1,000 mm;
- A recreational trail must have a clear height that provides a minimum head room clearance of 2,100 mm above the trail.
- The surface of the recreational trail must be firm and stable.
- Where a recreational trail is constructed adjacent to water or a drop-off, the trail must have edge protection that meets the following requirements: the edge protection must constitute an elevated barrier that runs along the edge of the recreational trail in order to prevent users of the trail from slipping over the edge; the top of the edge protection must be at least 50 mm above the trail surface; the edge protection must be designed so as not to impede the drainage of the trail surface.

- The entrance to the recreational trail must provide a clear opening of between 850 mm and 1,000 mm, whether the entrance includes a gate, bollard or other entrance design.
- A recreational trail must have at each trail head signage that provides the following information: the length of trail; the type of surface of which the trail is constructed; the average and the minimum trail width; the average and maximum running slope and cross slope and the location of amenities, where provided.

The development of active transportation facilities (on and off-road walking and cycling) is not a one size fits all approach. Trail facilities are to be developed to accommodate all users including those with a variety of needs and levels of ability. The Technical Requirements for Recreational Trails in the AODA outlines criteria which are to be used for the development and design of trails which accommodate such user groups. When designing and implementing on and off-road cycling facilities for the County of Oxford, the technical requirements should be utilized to ensure that the needs of all user groups are accommodated. They should also be used to ensure that the requirements of the AODA are satisfied to the greatest extent possible, given the context of each trail’s location, the surrounding environment and type of trail experience that is desired.

A.2.8 ONTARIO TRAILS STRATEGY

The Provincial government developed the Ontario Trails Strategy in response to the increasing popularity of trail activities and infrastructure. With the growing demand for trail infrastructure came the need for government leadership, protection of provincial investment in trails and the mitigation of significant provincial trail issues or challenges. The Ontario Trails Strategy is a long-term plan that establishes a strategic direction for the province and stakeholders to develop a healthier and more prosperous province through the planning, management, promotion and use of trails. Developed in collaboration with other ministries and stakeholders, the strategy supports continued cooperation among governments and the not-for-profit and private sectors.

There are five strategic directions that are outlined in the Ontario Trails Strategy:

- Improving collaboration among stakeholders;
- Enhancing the sustainability of Ontario's trails;
- Enhancing the trail experience;
- Educating Ontarians about trails; and
- Fostering better health and a strong economy through trails.

A number of goals and strategies have also been identified to support each of the five strategic directions. The Ontario Trails Strategy recommends that trail organizations develop common standards to guide the development and use of trails. This would help the trail system evolve to meet the particular needs of new users in a more consistent way. Trail organizations also need more effective tools and better ways of distributing information to Ontarians. As these challenges require coordination at all levels, the provincial government and the public, not-for-profit and private sectors will continue to collaborate on priorities, roles and responsibilities, timeframes, and methods to strengthen and enhance existing and future trails in Ontario. The strategic directions identified as part of the Trails Strategy will help to inform the development of key trail and active transportation recommendations for the County of Oxford.

A.2.9 MINISTRY OF TRANSPORTATION - TRANSIT SUPPORTIVE GUIDELINES

In 1992, the Ontario Ministries of Transportation and Municipal Affairs and Housing published the Transit-Supportive Land Use Planning Guidelines. The focus of the report was developed to provide guidance on the development of transit-friendly land use and urban design. More recently, the MTO undertook a major update to the guidelines to reflect continued progress in the development of more compact, transit-supportive communities. The updated 2012 report documents the most current thinking on transit-supportive urban planning and design in addition to current best practices in transit planning and the delivery of custom-oriented transit service throughout the Province of Ontario.

The documents builds upon the policies, plans and initiatives developed by the Ministry over the past 10 + years including the Growth Plan for the Greater Golden Horseshoe (2006) and the updated Provincial Policy Statement (2005).

The guidelines consist of over 50 guidelines and approximately 450 specific strategies to guide urban planners, transit planners, developers etc. in creating communities that support transit and transit ridership. The document also supports the development of pedestrian and cycling connections throughout urban and rural communities to help enhance transit infrastructure and usage. Specific guidelines and strategies are presented throughout the document which reference the application of a complete street approach when designing transportation facilities.

The approach includes the provision of safe and accessible pedestrian and cycling connections to and from transit stops and stations. Recommendations set out on the transit-supportive guidelines will help to inform the development of proposed network linkages and recommendations which facilitate connectivity to transit and other modes of transportation.

A.2.10 ONTARIO CYCLING STRATEGY

In November 2012 the Ministry of Transportation Ontario (MTO) published the Draft Cycling Strategy. The strategy acknowledges the importance of developing cycling facilities to help reduce GHG emissions, ease gridlock, enhance the economy, increase tourism and increase the quality of life of the residents of Ontario. The strategy was developed based on increasing demand from local municipalities for direction from the province on the design and development of cycling facilities. The document also addresses a number of recommendations found in the Coroner's report published in 2012.

The province's vision is to ultimately "develop a safe cycling network that connects the province, for collision rates and injuries to continue to drop, and for everyone from the occasional user to the daily commuter to feel safe when they get a bicycle in Ontario." The strategy is intended as a guide to ensure that this vision is achieved.

The Cycling Strategy outlines a provincial plan include recommended cycling infrastructure, education and legislation changes and enhancements including a set of proposed changes to The Highway Traffic Act. In August 2013 the final version of the Ontario Cycling Strategy was released by the Ontario Ministry of Transportation. The strategy will become part of a number of provincial documents which are used to help promote and strategically develop sustainable transportation infrastructure province-wide.

A.3 FEDERAL & PROVINCIAL ORGANIZATIONS

- **Federal Organizations:**

- **Trans Canada Trails Association:** The Trans Canada Trail Association is a not-for-profit, registered charity. Its mission is to promote and assist in the development and use of Trails in every province and territory. They also provide funding to local trail builders to support the development of trails. Today, more than 16,500 kilometres of trail have been developed. When completed, the Trail will stretch 22,000 kilometres from the Atlantic to the Pacific to the Arctic Oceans, linking 1,000 communities and all Canadians.

- **Provincial Organizations:**

- **Ontario Trails Council:** The Ontario Trails Council (OTC), a not-for-profit organization which promotes the development of trails in Ontario. The Trillium Trail Network (TTN) is an initiative of the OTC and represents an opportunity for trails to link together between regions and communities in Ontario. The TTN consists of OTC members who register their trail as part of the network.

Trillium Trail Network (TTN) is designed to be a province-wide network of trails which works to:

- Make Ontario a more attractive place to live and visit;
 - Promote trail travel and tourism;
 - Increase the number of trails available for use;
 - Improve trail management as TTN trails will work to implement accepted trail standards;
 - Promote ecological conservation;
 - Provide access to local history and community culture; and
 - Promote accessibility and use to disabled persons.
- **Share the Road Coalition:** With cycling a burgeoning mode of transportation across the globe, and communities looking to enhance the health and wellbeing of their citizens, Share the Road Coalition is developing partnerships with like-minded stakeholders across Ontario and has focused on developing partnerships geared to building a Bicycle Friendly Ontario. Share the Road Cycling Coalition is a provincial cycling advocacy organization created to unite cycling organizations from across Ontario. They work with and on behalf of municipalities to enhance their ability to make their communities more bicycle-friendly.

Since its inception, the Coalition has focused on outreach work with a view to building partnerships with active transportation stakeholders such as: cycling advocates, local cycling clubs, organizations and municipal advisory groups, municipal leaders and officials, law enforcement, planners, provincial politicians and officials, public health professionals, and funders.

By uniting Ontarians who share a common set of objectives Share the Road Coalition is committed to leveraging the resources of those who have those common interests, with the objective of making Ontario the most bicycle friendly jurisdiction in the world.

In addition to the Federal and Provincial organizations listed above, it is also important to note the commitment of other Ontario ministries including the Ministry of Transportation, the Ministry of Municipal Affairs and Housing, the Ministry of Health Promotion, Tourism and Sport etc. who may become key partners or funding providers as the trails master plan is implemented.

A.4 OXFORD COUNTY POLICIES & PLANS

A.4.1 OXFORD COUNTY OFFICIAL PLAN

Oxford County's Official Plan is a set of policies which are used to promote effective land use management and growth County-wide. The plan is the guiding document for the County and plays an integral role in the operation and planning of its seven local municipalities.

The Official Plan places a large focus on recreational activities and prioritizes the development of recreational opportunities for residents. This is reflected through one of the Official Plan's key objectives: "the creation of additional leisure facilities and to achieve an increase in community, district and neighbourhood participation by providing a wide range of recreational opportunities". The Plan recommends the use of public spaces, trails and parklands for the development of active and passive recreation opportunities.

The Plan also makes reference to the development of a balanced transportation system centering on the principle of connectivity between key community destinations and areas of interest. It is recommended that this be achieved through the development of pedestrian routes, cycling facilities and trails.

The Plan acknowledges that the development of a balanced transportation system requires coordination County-wide including the provision of municipal services, infrastructure and connections. As such, this Plan provides high-level active transportation related priorities which will be reflected in the County's trail master plan.

Through the development of cycling and trail supportive policies, Oxford County collaborative with Tourism Oxford have developed a number of promotion and outreach initiatives such as the "Bicycle Safety" online database. This database is a hub of information and resources which provides users with information on cyclist safety, sharing the road, CAA campaign information and the Young Cyclist's Guide (MTO). Recommendations relating to promotion and marketing of existing and future trails should build upon the existing efforts already initiated by the County and its partners.

A.4.2 OXFORD COUNTY TRAILS GUIDE

The Oxford County Trails Guide outlines designated trail options for users of different ages and abilities. The intent of the trail guide is to identify and promote recreational trail opportunities County-wide and for residents to discover the unique natural and cultural heritage found within the local municipalities and distinct communities. The guide was established as an incentive to connect existing trail networks within and between the local municipalities.

One of the other reasons the guide was developed was to help promote public engagement in passive recreation, community education, the development of healthy communities and an overall appreciation of the local nature among residents. The guide will be a helpful tool in identifying gaps in the existing system, areas of need and potential connections which will be identified as part of the network development component of the Trails Master Plan.

A.4.3 OXFORD COUNTY TRANSPORTATION MASTER PLAN

In 2009, the County completed the Transportation Master Plan (TMP). The master plan identifies strategies which are intended to be used to manage the County's transportation network over a 20 year horizon. The master plan highlights the importance of sustainable mobility and the provision of a range of transportation alternatives. More specifically, the document sets out policies and recommendations which speak to travel demand management ("development of policies to help manage and possibly reduce demand on County Roads"), Cycling ("a review of how cycling needs can be accommodated") and pedestrians ("a review of how pedestrian facilities should be accommodated along County roads").

The TMP specifically sets out policies which provide direction on the development of a County-wide cycling network as well as way to encourage and promote cycling for the County and the local municipalities. Section E4.4 "Cycling Policies" outlines each of these policies and recommendations in detail. Included in this section is a recommendation which states "that the County recognizes the important role cycling plays as an alternative transportation mode and will provide for the development of a safe and efficient hierarchical cycling network on its roadways to serve sporting, recreational and utilitarian needs".

More specifically, the TMP recommends the development of a "skeletal network" of cycling facilities to increase cycling connectivity to existing facilities and future potential expansion County-wide. The cycling component of the TMP is now used as the County's "Cycle Plan" and identifies suggested cycling facility design guidelines, implementation of cycling facilities on County roadways, the recommendation to develop a cycling advisory committee and promotional materials, an assessment of existing policies and plans as they pertain to cycling and a set potential opportunities and constraints for cycling throughout the County.

Since the adoption of the TMP and the revision of the cycling component of the Plan a Cycling Advisory Committee has been established and have held a number of meetings. The meetings have yielded a couple of follow-up initiatives including a policy requiring the application of a 1.5m paved shoulder on all new or repaved County roadways as well as a share the road cycling campaign to implement on-road signage. The committee has also identified a number of priority cycling projects that the County is encouraged to focus on in the coming years. The Cycling Committee will be consulted and represented throughout the development of the Trails Master Plan. In addition, all materials that they have developed to date will be provided for the study team's review and consideration.

A.4.4 OXFORD COUNTY NATURAL HERITAGE STUDY

The Oxford County Natural Heritage Study was developed in 2006 and is used to assess the existing conditions of terrestrial and aquatic resources in Oxford County. Based on the findings and analysis of natural resources, the study provides a set of recommendations to conserve and enhance terrestrial and aquatic conditions County-wide.

Protection of Oxford County's forests, wetlands, streams and rivers is important as they provide recreational opportunities to residents and visitors to the County. The Natural Heritage Study provides recommendations for the County to adopt a policy to preserve the natural heritage and promote sustainable activities such as trails. Where possible, the study will explore the development of off-road trail systems through or abutting some these forest and wetland features. The trails will be used to highlight these significant natural heritage destinations in a sustainable and minimally invasive manner.

A.4.5 OXFORD COUNTY RURAL DEVELOPMENT STRATEGY

In 2006, Oxford County adopted the Economic Base Analysis and Rural Development Strategy. This document guides the development of the County in its more rural areas. The strategy outlines recommendations and policies pertaining to economic growth which are intended to be used by the County’s local municipalities.

The Rural Development Strategy identifies key opportunities to promote community growth and improve the quality of life including the acquisition of available land for recreational purposes such as sports arenas and community parks. Included in this could be the development of trails in public lands and park spaces to help promote the County’s strategic goals and objectives. Trail development can in some cases be used to enhance economic vitality within communities through enhanced tourism and financial investment in trail supportive infrastructure such as restaurants and hotels.

A.5 LOCAL MUNICIPAL POLICIES AND PLANS

As this is a County-wide plan which is intended to build upon the policies, plans and infrastructure previously developed, it is important to understand the work which has previously been completed at the local municipal level. One of the key objectives of the master plan will be the establishment of clear roles and responsibilities for trail design and development for key stakeholders county-wide. The local municipalities will be an important part of this. Their current policies, plans and initiatives will be a starting point from which the County can build new and innovative strategies.

It is important to note that the local municipalities found within Oxford County have not developed Official Plan documents. It is the County’s Official Plan which is used County-wide by each municipality to guide future strategic planning and development. The following is a summary of applicable policies and plans by municipality.

Table A.2 Township of Blandford-Blenheim Policies & Plans

Policy Name	Policy Description
<p>Parks and Recreation Master Plan</p>	<p>In 2013, the Township of Blandford-Blenheim developed their Parks and Recreation Master Plan. The plan’s goal is to establish “ongoing creation and preservation of a healthy, enthusiastic and engaged community”.</p> <p>The Plan provides an inventory of existing and recommended recreational facilities within the Township. Phasing for each of the recommendations is established for the short term (1-2 years) and medium term (up to 5 years) to support the development of recreation activities and park facilities.</p>
<p>Accessibility Plan</p>	<p>The Township of Blandford-Blenheim Accessibility Plan was adopted on February 2, 2011. The plan is used to promote the development of an accessible and connected Township for all residents and visitors.</p> <p>The Plan highlights Provincial legislation such as the Ontarians with Disabilities Act (2001), Accessibility for Ontarians with Disabilities Act (2005) and AODA, Ontario Regulation 429/07 – Provincial Customer Service Standards. These policies provide guidelines to remove barriers and promote accessibility which can be applied to trail planning, design and construction.</p> <p>An implementation plan is also established to promote accessibility and improve access to transportation facilities throughout the Township.</p>
<p>Strategic Plan Document</p>	<p>In 2012, the Township of Blandford-Blenheim developed a Strategic Plan. The plan’s primary objective is to “excel in providing a safe, healthy and vibrant place to live with inclusive and sustainable services”. Goals and strategies as well as key priorities for the short, medium and long term are highlighted and used to guide future strategic development throughout the Township.</p> <p>Community growth is supported through a number of strategic goals which are to be used to promote recreation and tourism opportunities in the Township.</p>

Table A.2 Township of Blandford-Blenheim Policies & Plans

Policy Name	Policy Description
Development Charges By-law	In April 2013, Township of Blandford-Blenheim adopted a Development Charges By-law to recover growth-related capital costs from new development. The development charges imposed by this by-law apply to parks and lands of recreational purpose. As has been done by many other communities, the Township may be able to strategically recoup some of these monies to facilitate the development of trail facilities.

Table A.3 Township of East Zorra-Tavistock Policies & Plans

Policy Name	Policy Description
Level of Service Objectives By-law	<p>The Township of East-Zorra Tavistock adopted the by-law on January 5, 2011. The document outlines the level of service that Township's Roads and Public Work Department is required to provide for activities, facilities and road surfaces.</p> <p>The Level of Service Objectives By-law includes objectives for hard top maintenance roadways, street cleaning, sign maintenance, snow removal and sidewalks. The services that are provided may help to support safer cycling surfaces, increased pedestrian safety and accessibility to active transportation facilities.</p> <p>The services identified in this by-law meet and in some cases exceed the Minimum Maintenance Standards adopted by Ontario in the Municipal Act (2001).</p>
Cash-in-Lieu of Parkland By-law	<p>In 2009, the Township adopted the Cash-in-Lieu of Parkland By-law. The by-law states that at the time of development, land must either be secured by the Township for park or recreational purposes. In the event that the land cannot be secured of the value of said land must be paid to the Township.</p> <p>The Cash-in-Lieu of Parkland By-law ensures the Township is provided with adequate land or budget for parks and recreation purposes.</p>

Table A.3 Township of East Zorra-Tavistock Policies & Plans

Policy Name	Policy Description
Development Charges By-law	The Development Charges By-law was developed in April 2009 to identify select charges applied for all types of development occurring in the Township of East-Zorra Tavistock. In addition to parkland development costs, the Study identifies that development charges will be used to support the development of municipal parking, park furniture, signage, landscaping and walkways, and multi-use trails.
Municipal Servicing Standards – Urban and Rural Developments	In December 2007, the Municipal Servicing Standard – Urban and Rural Development was adopted by the Township. The document establishes service standards applicable to urban and rural developments. The standards manual also provides a set of development standards which can be used to appropriately design and landscape park and recreation facilities.
Traffic and Parking Regulation By-law	Adopted in 2009, the Township of East-Zorra Tavistock's traffic and parking regulation by-law prohibits motorists from stopping or parking any vehicle within a pedestrian crosswalk. The by-law also states that motorists are required to yield the right of way to pedestrians in locations where traffic control signals are not installed or operating and on highway crossings.
Ice and Snow Removal By-law	The Ice and Snow Removal By-law was developed in 2009 setting out clear requirements for the Township to remove snow and ice from sidewalks. The removal of snow and ice provides pedestrians with barrier-free access to community services and facilities and helps to generate a continuous and connected pedestrian network.

Table A.4 Town of Ingersoll Policies & Plans

Policy Name	Policy Description
Engineering Standards and Specifications	The Engineering Standards and Specifications were approved by Council on May 14, 2002. The plan establishes specific requirements and standards for the management of all municipal right-of-ways in the Town of Ingersoll applicable to any business or person wishing to construct within this area. Municipal consent must be obtained from the Engineering Services Department before any work may proceed within a right-of-way such as trail construction and installing trail signage.
Downtown Revitalization Strategy	In February 2004, the Town of Ingersoll developed a Downtown Revitalization Strategy which identified implementation strategies to build a connected and prosperous downtown area. The strategy establishes vision and future potential roles for the Downtown area as well as potential opportunities for growth. Implementation strategies to promote growth include a streetscape program and the development of features to promote high levels of pedestrian traffic. The Downtown Revitalization Strategy also recommends the development of integrated pedestrian walkways which are intended to be used to link the downtown area to surrounding open spaces.
Community Strategic Plan	The Town of Ingersoll developed a Community Strategic Plan in 2004 to promote economic growth and improve the Town's overall quality of life. Among others, one of the key objectives is the development of an interconnected multi-use trail system that promotes active living and physical activity for the Town of Ingersoll and the County of Oxford. Tourism Oxford and the Oxford County Trails Council were both involved in the development of the Town's Strategic Plan.

Table A.4 Town of Ingersoll Policies & Plans

Policy Name	Policy Description
Cultural Strategy	In October 2006, the Town of Ingersoll Cultural Strategy was developed. The Plan was used to highlight strategic priorities which are to be used to promote the social and economic benefits of Ingersoll's cultural organizations. The plan identifies key priorities, recommendations and an implementation plan to develop a prosperous cultural sector. Opportunities to enhance cultural growth in the community include a network of walking trails, streetscapes and natural landscapes. The plan also establishes a strategic recommendation to develop an interconnected trail system which is intended to promote safe and accessible trails and paths within the Town of Ingersoll.

Table A.5 Township of Norwich Policies & Plans

Policy Name	Policy Description
Municipal Accessibility Plan	The Municipal Accessibility Plan (2012-2013) was developed to promote an accessible and barrier-free Township for all residents and visitors. The Plan highlights Provincial legislation such as Ontario with Disabilities Act (2001), Accessibility for Ontarians with Disabilities Act (2005). These documents provide the Township with guidelines to remove barriers and promote accessibility which can be applied to trail planning, design and construction. The Municipal Accessibility Plan also identifies trail specific recommendations including but not limited to upgrades of existing trail surfaces, installation of curb cuts to provide pedestrian access to streets and accessible park facilities.
By-law Restricting Cycling, Skateboarding, Roller Skating, Scooters or Conveyances on Sidewalks	In 1998, the Township of Norwich adopted this by-law to prohibit the use of bicycles, skateboards, roller skates, scooters and other conveyances on any sidewalk, pathway or other place intended for pedestrian use. This by-law also requires any person who uses a bicycle, skateboard, roller skates, scooters or other conveyance to yield to pedestrians using sidewalks and walkways.

Table A.5 Township of Norwich Policies & Plans

Policy Name	Policy Description
Public Parks and Facilities By-law	<p>The Public Parks and Facilities By-law was adopted in 2008 to regulate, protect and govern the use of public parks and facilities.</p> <p>This by-law prohibits cyclists from riding in a park except where authorized. In addition, motorists are prohibited from stopping or parking any vehicle within a park except where permitted. This by-law is important to acknowledge as the development of trails through public spaces or parks may be a significant opportunity for the County.</p> <p>Through Norwich, alternative design concepts or appropriate signage permitting the use of the space by cyclists may be required.</p>

Table A.6 Township of South-West Oxford Policies & Plans

Policy Name	Policy Description
Accessibility Plan	<p>The Accessibility Plan was adopted in January 2010. The Plan establishes strategic recommendations and goals which are intended to help generate a barrier-free Township for all residents and visitors. The Plan identifies initiatives to remove barriers including sidewalk construction to increase wheelchair accessibility and pedestrian access to community services.</p>

Table A.7 Town of Tillsonburg Policies & Plans

Policy Name	Policy Description
Central Areas Design Study	<p>In 2012, the Central Areas Design Study was adopted. The plan outlines policies which are intended to be used to promote the importance of the Tillsonburg's Central Area in the context of the Town as a whole. The study findings are intended to be incorporated into the County's Official Plan as part of the five year review and aid in the future development of the Central Area. The process to develop the Central Areas Design Study included a review of key documents such as Tillsonburg Recreation Master Plan (on-going), Tillsonburg Trail Master Plan (2008) and Tillsonburg Downtown Streetscape Master Plan (1996). In addition, the study provides guidelines for pedestrian and cycling facilities in the Central Area such as dedicated bicycle lanes, bicycle racks, boulevards, sidewalks and multi-use trails.</p>
Tillsonburg Trails Master Plan	<p>In October 2008, the Town of Tillsonburg adopted the Tillsonburg Trails Master Plan (5th Draft). The Trails Master Plan is a guide for the planning and development of trail facilities as demand increases. The plan provides direction regarding future recommendations to town Council and highlights potential community partnerships to fund future trail development. The Master Plan also highlights an implementation strategy for the development of trail facilities and implementation of signs and trailheads and outlines marketing and promotion initiatives to encourage the public involvement in AT and trail use.</p>
Tillsonburg Parks, Recreation and Culture Strategic Master Plan	<p>Adopted in June 2011, the Community Parks, Recreation and Cultural Strategic Master Plan is intended to guide the planning and implementation of recreation programs, facilities, parks, sports fields, trails and open space. The Master Plan outlines guiding principles including the need to design and manage an integrated trail system to link to residential and employment areas and to provide residents with active recreation opportunities. The Parks, Recreation and Culture Strategic Master Plan is meant to be read in conjunction with the Town of Tillsonburg Trails Master Plan.</p>

Table A.7 Town of Tillsonburg Policies & Plans

Policy Name	Policy Description
Tillsonburg Gateway Community Improvement Plan (By-law #3251)	<p>Adopted in April 2007, The Gateway Community Improvement Plan was developed to establish a Town-wide strategy to improve the entrances and gateways into to the Town of Tillsonburg along John Pound Road. The Plan is intended to provide the Town with potential revitalization projects and influence future municipal decision making.</p> <p>Input gathered from public consultation indicates that the area along John Pound Road is a desirable recreational area. In addition, the Plan highlights strategic visions and objection to increase and utilize trail use as a means of improving access to the community.</p>
Accessibility Policy	<p>In January 2012, the Town of Tillsonburg adopted an Accessibility Policy to establish accessibility standards for all persons including those with disabilities.</p> <p>The Accessibility Policy is drafted in accordance with the Accessibility for Ontarians with Disabilities Act (2005) and the AODA, Ontario Regulation 429/07 entitled Accessibility Standards for Customer Service to remove barriers and promote accessibility for all persons with disabilities in the Town of Tillsonburg.</p>
Downtown Community Improvement Plan (By-law #3191) (2006)	<p>Adopted in September 2006, the Downtown Community Improvement Plan builds upon previous community initiatives to promote and enhance opportunities in the downtown core.</p> <p>Initiatives and recommended improvements pertaining to more active modes of transportation and trails include an improved pedestrian environment, initiating a streetscape study and developing a schedule of works for parks, open spaces and streetscaping.</p>
Subdivision & Development Guidelines – Design Criteria	<p>In 2005, the Town of Tillsonburg adopted the Subdivision & Development Guidelines – Design Criteria as a guiding document for the design and development of subdivisions and new developments Town-wide. The guidelines outline standards and design criteria for parklands including grading, maintenance and walkways which could influence the design and development of trail facilities within these areas</p>

Table A.7 Town of Tillsonburg Policies & Plans

Policy Name	Policy Description
Five-Year Strategic Plan (Draft)	<p>The Five-Year Strategic Plan was developed in 2012 as is intended to be used as a guide for the promotion of community and economic growth. The document identifies several trail related goals including but not limited to enhanced recreation facilities for residents and visitors in the Town of Tillsonburg.</p> <p>Recommendations to promote community growth include working with Oxford County to complete a trails system as well as assessing the gaps in the existing trails network.</p>

Table A.8 City of Woodstock Policies & Plans

Policy Name	Policy Description
City of Woodstock Cycling Master Plan (2014)	<p>The Cycling Master Plan is a reflection of the City's commitment to improving cycling opportunities throughout the City. The plan sets out a network of on and off-road cycling routes that will provide residents as well as visitors with:</p> <ul style="list-style-type: none"> • Utilitarian connections to get to and from work and school; • Connections to key destinations within the community such as libraries, shopping facilities, municipal offices, leisure facilities etc.; and • Connections to surrounding municipalities including key cycling destinations. <p>The City of Woodstock Cycling Master Plan and cycling network responds to the wants and needs of current cyclists and non-cyclists. The master plan will also include a set of promotion and marketing initiatives which will be used to promote cycling as a viable transportation mode which can be integrated into day to day activities for recreational and utilitarian purposes.</p>

Table A.8 City of Woodstock Policies & Plans

Policy Name	Policy Description
<p>City of Woodstock Accessibility Plan</p>	<p>The master plan is intended to increase accessibility options for persons with disabilities. The plan was developed in response to transportation barriers and accessibility issues identified throughout the City and builds on existing and current measures to identify, prevent and remove barriers for persons with disabilities. The plan is aligned with municipal and provincial policies and practices and is to be used to reduce accessibility incidents. In recent years, the City has achieved considerable success mitigating accessibility barriers. From 2006 – 2008 the City:</p> <ul style="list-style-type: none"> • Retrofitted ~70 curbs to prevent visually impaired persons from recurring accidents; • Approved a handicap parking by-law to ensure consistency with the provincial policy; and make all curb cuts, ramp, handrails and grab bars located along staircases safer to visually impaired persons. <p>As the City begins to develop cycling facilities, consideration must be given to new amendments which have been made to the Provincial accessibility plan which address pedestrian accessibility routes, crosswalks and bridges for persons with disabilities.</p>
<p>City of Woodstock Transportation Master Plan (2011)</p>	<p>The Transportation Master Plan (2011) was developed to help guide and improve transportation within the City of Woodstock. The purpose of the study was to develop a strategic framework and long-term vision for sustainable transportation. The master plan is also intended to be implemented to promote an integrated multi-modal transportation system that accommodates active transport networks such as public transit, cycling and walking along with the vehicular traffic.</p> <p>A key piece of the study is a road classification system that recognizes the need for additional Major Arterial, Minor Arterial, Major Collector roads in Woodstock. The document sets out a number of recommendations which specifically address active transportation.</p>

Table A.8 City of Woodstock Policies & Plans

Policy Name	Policy Description
	<p>These include:</p> <ul style="list-style-type: none"> • Modifying and widening roads in order to increase cycling opportunities in a sustainable manner. • Creative design strategies and maintenance standards of roadway elements such as catch basins and bicycle parking facilities, public education and training, to enhance overall experience of cycling for the City's residents. • Adopting a pedestrian charter as well as increasing minimum sidewalk widths and boulevards as incentives to improve pedestrian opportunities. • Providing a range of facilities and signage that increases the number of protected pedestrian crossings of main roads routes throughout the City. <p>The plan also recommends the development of a formal cycling network through the development of a cycling master plan.</p>
<p>City of Woodstock Trails Master Plan</p>	<p>The Woodstock Trails Master Plan is a guide for the planning and development of trail facilities as the City continues to grow and expand. The plan builds on the existing Millennium Trail system within the City of Woodstock. The plan also identifies a trail implementation strategy and a trail network for both off-road and on-road routes connections. The development of a hierarchical trail system is expected to support the future development of a City-wide trail network. The document outlines specific guidelines and strategies that can be applied when designing transportation facilities including designations, specifications and design principles for regional trail infrastructure. The document is meant to be read in conjunction with City of Woodstock Land Use policies including the County Official Plan which promotes the need to accommodate increased bicycle pathways as well as walkability convenience for active communities. The City of Woodstock Council is supportive of the plan and has provided Council endorsement for the trails master plan.</p>

Table A.8 City of Woodstock Policies & Plans

Policy Name	Policy Description
Woodstock Central Area Design Study	<p>The purpose of the Woodstock Central Area Design Study (2011) is to develop comprehensive design recommendations for the downtown area. This document highlights the existing conditions and future opportunities of streetscapes, open spaces and pedestrian areas.</p> <p>The process to develop this study included a review of key Municipal documents such as the Trails Master Plan (2007) and the Transportation Master Plan (2011). The Woodstock Central Area Design Study recommends improvement to cycling routes, end-trip facilities, parks and open spaces.</p>
Accessibility Guidelines	<p>The Accessibility Guidelines (2006) provides design standards for several facilities and amenities in the City of Woodstock. This document identifies guidelines for pedestrian routes, crosswalks, bicycle racks, parks and trails.</p>
Community Strategic Plan and Integrated Community Sustainability Plan	<p>In 2013, the Community Strategic Plan and Integrated Community Sustainability Plan were developed to enhance the quality of life and identify opportunities in the City of Woodstock. This plan highlights goals and strategies as well as key priorities for the short, medium and long term.</p> <p>Priorities to enhance community growth are supported through objectives of improving transportation and mobility. It is recommended that the City of Woodstock support pedestrian and cyclist safety through measures of traffic calming, sidewalk continuity, cycling facilities and signage. In addition, the document recommends that the City of Woodstock increase active recreation opportunities for all residents and visitors.</p>

Table A.9 Township of Zorra Policies & Plans

Policy Name	Policy Description
Design Guidelines	<p>In 2013, the Township of Zorra developed Design Guidelines which are intended to be used to provide guidance on design considerations of new development areas and the redevelopment of existing land uses.</p> <p>These guidelines provide recommendations which address key elements such as barrier-free design, pedestrian connections, trails and sidewalks, bicycle parking facilities, parks, trail amenities, trail width and cycling connection.</p>

A.6 CONSERVATION AUTHORITIES

Table A.10 Conservation Authority Policies & Plans

Conservation Authority	Policy Description
Upper Thames Conservation Authority	<p>The Upper Thames River Conservation Authority (UTRCA) was formed in 1947 and covers the upper watershed of the Thames Rivers, rural areas and urban areas of Oxford County. In Oxford County, the UTRCA is responsible for lands and trails in Pittock Conservation Area.</p>
Grand River Conservation Authority	<p>The Grand River Conservation Authority (GRCA) was formed in 1932 and covers the eastern portion of Oxford County. The GRCA aims to develop and implement programs to improve and preserve water quality, facilitate watershed planning, protect natural areas and biodiversity, and provide environmental education to the communities living within Oxford County.</p>
Catfish Creek Conservation Authority	<p>The Catfish Creek Conservation Authority was formed in 1946 and covers the western portion of Oxford County. The Catfish Creek Conservation Authority protects Ontario's rivers, lakes, streams, woodlands, wetlands and natural habitat.</p> <p>In addition, the conservation authority provides opportunities for the public to engage with the natural environment through several programs and education courses.</p>

Table A.10 Conservation Authority Policies & Plans

Conservation Authority	Policy Description
Long Point Region Conservation Authority	The Long Point Region Conservation Authority works with local municipalities and partner to achieve conservation, restoration and management of Ontario's water, land and natural habitats. The Long Point Region Conservation Authority owns and manages approximately 11,625 acres of which 9,500 acres is forestland.

A.7 COUNTY & LOCAL MUNICIPAL COMMITTEES, ORGANIZATIONS & STAKEHOLDERS

There are a number of local groups which have an interest in trail design, development and maintenance throughout Oxford County. These groups have been actively involved in work leading up to the development of the Oxford County Trails Master Plan. In addition, there are also a number of County and local municipal committees which provide input on related municipal matters, such as local accessibility advisory committees.

There is great potential for political leadership and citizen involvement with members of these groups as the master plan is implemented. Below are some County as well as local municipal organizations, stakeholders and committees that could potentially be involved in the implementation of the trails master plan.

Table A.11 Trail Related Committees, Organizations & Stakeholders

Jurisdiction	Committee, Organization or Stakeholder Name
Oxford County	<ul style="list-style-type: none"> • Oxford County Trails Council • Oxford Cycling Advisory Committee • Oxford County Board of Health • Tourism Oxford • Ride Oxford • Oxford County Staff (Public Works, Community and Strategic Planning)

Table A.11 Trail Related Committees, Organizations & Stakeholders

Jurisdiction	Committee, Organization or Stakeholder Name
	<ul style="list-style-type: none"> • MovingON • Oxford County Federation of Agriculture • Oxford Community Foundation
Township of Blandford-Blenheim	N/A
Town of East-Zorra Tavistock	<ul style="list-style-type: none"> • Hickson District Lions Club • Hickson Recreation Committee • Innerkip & District Lions Club • Innerkip Recreation Committee • Tavistock Optimist Club • Tavistock Rotary Club • East Zorra-Tavistock Police Services Board
Town of Ingersoll	<ul style="list-style-type: none"> • Town of Ingersoll Accessibility Advisory Committee • Ingersoll Lions Club • Ingersoll Optimist Club
Township of Norwich	<ul style="list-style-type: none"> • Township of Norwich Accessibility Advisory Committee • Township of Norwich Police Services Board
Town of South-west Oxford	N/A
City of Woodstock	<ul style="list-style-type: none"> • Woodstock Cycling Club • Woodstock Accessibility Advisory Committee • Woodstock Police Service • Woodstock Environment Advisory Committee • Woodstock Recreation Advisory Committee
Township of Zorra	<ul style="list-style-type: none"> • Township of Zorra Recreation Advisory Committee • Harrington & Area Community Association • Thamesford Business Association & Embro Business Association

Table A.11 Trail Related Committees, Organizations & Stakeholders

Jurisdiction	Committee, Organization or Stakeholder Name
Other	<ul style="list-style-type: none"> Thames Valley District School Board Avon Trails Association

A.8 SURROUNDING MUNICIPAL POLICIES & PLANS

Table A.12 Regional Municipality of Waterloo

Policy & Plan Overview
<p>Overview Description: Waterloo Region has been a long standing supporter of the development of trails as well as active transportation infrastructure.</p>
<p>Applicable Policies & Plans:</p> <ul style="list-style-type: none"> Kitchener Cycling Master Plan Kitchener Parks Master Plan Kitchener Trails Master Plan Region of Waterloo Official Plan Region of Waterloo Regional Transportation Master Plan

Table A.13 Perth County

Policy & Plan Overview
<p>Overview Description: Perth County and its local municipalities have recently adopted policies and plans to support the development of active transportation facilities.</p>
<p>Applicable Policies & Plans:</p> <ul style="list-style-type: none"> City of Stratford Bike and Pedestrian Master Plan Creating Walkable and Bikeable Community – A Perth County MovingON Community Planning Guide

Table A.14 Brant County

Policy & Plan Overview
<p>Overview Description: The County of Brant has highlighted active transportation opportunities in County documents but does not currently have any which specifically address trail development or active transportation.</p>
<p>Applicable Policies & Plans:</p> <ul style="list-style-type: none"> County of Brant Transportation Master Plan

Table A.15 Middlesex County

Policy & Plan Overview
<p>Overview Description: Middlesex County has supported the development of active transportation facilities.</p>
<p>Applicable Policies & Plans:</p> <ul style="list-style-type: none"> County of Middlesex Official Plan Thames Centre Official Plan

Table A.16 Elgin County

Policy & Plan Overview
<p>Overview Description: Elgin County and its local municipalities have recently adopted policies to support the development of active transportation and trail facilities.</p>
<p>Applicable Policies & Plans:</p> <ul style="list-style-type: none"> Elgin County Active Transportation Initiative Town of Bayham Official Plan Township of Malahide Official Plan

Table A.17 Norfolk County

Policy & Plan Overview
<p>Overview Description: Support for trail development is noted in County documents.</p>
<p>Applicable Policies & Plans:</p> <ul style="list-style-type: none"> Norfolk County Trails Master Plan Norfolk County Official Plan