

1a Volume 1 (Overall Policy) - Supporting Growth and Economic Vitality

To what extent do you agree or disagree with this section?

Mostly disagree

1b Volume 1 (Overall Policy) - Supporting Growth and Economic Vitality

What would you add or change? If possible, please explain why.

We disagree that the objective of the policy should be to accommodate predicted unfettered growth. Limitations of the existing transport infrastructure and the realistic prospects of enhancing this within the next 15 years must be a major determinant of the character, scale and pace of development in the area

Para 100. This is a particular concerning statement as rural areas and villages with already poor public transport services could see further service deterioration.

Para 101. Need to expand to include rural areas and villages. Many villages have poor links to neighbouring villages and market towns which they rely on for services, education and jobs.

2a Volume 1 (Overall Policy) - Cutting Carbon

Mostly agree

2b Volume 1 (Overall Policy) - Cutting Carbon

What would you add or change? If possible, please explain why.

“Cutting carbon” is a laudable aspiration but is dependent upon the District Council’s Local Development Plans on where new homes are built. This policy needs to be more realistic. For example the 5,500 new homes planned for Wantage / Grove will mostly dependent on carbon based transport with the nearest jobs 7 miles away. Walking and cycling 7 miles or more to work is not an option for most people.

3a Volume 1 (Overall Policy) - Improving Quality of Life

Mostly agree

Volume 1 (Overall Policy) - Improving Quality of Life

What would you add or change? If possible, please explain why.

“Improving Quality of Life” is a laudable aspiration but is dependent upon the District Council’s Local Development Plans on where new homes are built. This policy needs to be more realistic. For example the 5,500 new homes planned for Wantage / Grove will mostly dependent on carbon based transport with the nearest jobs 7 miles away. Increased traffic and congestion will be a detriment to quality to life not an improvement.

Para 191. This is an important point for West Hendred. Currently school children from West Hendred have to run across a 40mph zone of the A417 at peak times in the morning and evening to catch the school bus. In winter the situation is worse as this is done in the dark with no lighting. West Hendred would like a pedestrian crossing and a reduction of the speed limit to 30mph as per other villages along the A417.

Volume 2 section i (Oxford Transport Strategy) - Mass Transit

To what extent do you agree or disagree with this section?

Mostly agree

Volume 2 section i (Oxford Transport Strategy) - Mass Transit

What would you add or change? If possible, please explain why.

Location of Park and Ride facilities should be located at trip origin, i.e. Witney, Abingdon, rather than green field sites to relieve rural roads and replace travel by car for the whole journey.

Volume 2 section i (Oxford Transport Strategy) - Walking and Cycling

To what extent do you agree or disagree with this section?

Strongly agree

Volume 2 section i (Oxford Transport Strategy) - Managing Traffic and Travel Demand

To what extent do you agree or disagree with this section?

Strongly agree

Volume 2 section ii (Area/Route Transport Strategies) - Science Vale

To what extent do you agree or disagree with this section?

Strongly disagree

Volume 2 section ii (Area/Route Transport Strategies) - Science Vale

What would you add or change? If possible, please explain why.

Regarding Public Transport, a statement should be added regarding the need of strengthening the public transport networks between sites of employment and new home developments.

Para 27. Regarding Grove Station, "ambition" is too aspirational. Wording needs to be changed as this is a critical infrastructure deliverable to Science Vale.

SV 1.6 Needs to be more strongly worded.

SV 2.2 Minimum of two buses per hour during peak hours from Wantage and Grove is not a credible level of service. 5,000 new homes are planned for Wantage/ Grove with the expectation of only 600 new jobs being created locally. Without Grove Station the only alternative for public transport is buses and two an hour is not sufficient to support the population growth.

SV 2.10 Uniform 30mph speed limit when entering all villages along the A417 to improve safety and accessibility to villages.

SV2.17 This can only be delivered with the opening of Grove Station and better bus services.

Additional SV proposal is required for establishing new and enhancing existing Rights of Ways for isolated villages to improve connectivity with services, education and jobs.

Overall the transport plans for movement between East and West Science Vale are totally inadequate. They do not support the policies for Carbon Cutting and Improving Quality of Life.

Volume 4 (Mode Strategies) - Cycling

To what extent do you agree or disagree with this section?

Mostly agree

Volume 4 (Mode Strategies) - Cycling

What would you add or change? If possible, please explain why.

Based upon experience in European countries the biggest take up of cycling is for journeys less than 5km and therefore more emphasis should be placed on shorter journeys. A lot of emphasis is being placed on commuting cyclists, especially in Science Vale, whom only represent a very small proportion of all cycle journeys.

Para 30. - In Didcot this doesn't appear to be happening.

Para 31. – To encourage cycling and walking, within large new housing developments sites the primary transport form should be walking and cycling and motorists second.

There needs to be a reference to Cycle infrastructure Standards. Current design standards used by Oxfordshire are poor to non-existing.

Volume 4 (Mode Strategies) - Cycling (Science Vale Cycling Strategy annex)

To what extent do you agree with the proposal to focus cycling investment on connecting the Science Vale growth towns and employment sites with high quality cycle routes?

Mostly agree

Volume 4 (Mode Strategies) - Cycling (Science Vale Cycling Strategy annex)

What would you add or change? If possible please explain why.

Wantage to Harwell Campus corridor – The existing route from Wantage to Harwell Campus using Sustrans 544 is well used by a small number of commuting cyclists. The proposal for an additional and more direct route along the Inkfield way will only reduce the journey time by 5 minutes at a considerable cost for a small number of cyclists. This proposal we object to and wish to suggest an alternative cycle route linking the villages of Ardington, West Hendred, East Hendred and Rowstock this would give cycle access to over 2,000 village residents along the A417.

In principle we support the cycle route along beside the A417 but a considerable care needs to be taken in its design to prevent it becoming a white elephant.

Wantage to Milton Park Corridor – This route would be a shorter, safer and more attractive alternative to the A417. Most commuting cyclists using the A417 are going to Milton Park and Didcot and would therefore potentially reduce the number of cyclists using the A417. Our suggestion would be the route would run along the southern side of the railway line to allow access from Ardington and West Hendred.

One important corridor not listed is the Wantage to Abingdon by using the Berks/Wilt Canal Towpath. Cyclists would avoid using the A338 and A415.

Volume 4 (Mode Strategies) - Bus

To what extent do you agree or disagree with this section?

Mostly disagree

Volume 4 (Mode Strategies) - Bus

What would you add or change? If possible, please explain why.

Our main concern is the lack of a strategy for an East/West bus service in Science Vale. With the large population growth in Wantage/Grove and jobs in Harwell and Milton Park a strategy is required with the aim of providing a Bus Rapid Transit. Without a strategy local “A” roads which are already at capacity will not take a 70% increase. We suggest, as per the Banbury Bus Strategy, to the gradual introduction of parking controls in Milton Park and Harwell to encourage greater use of buses.

In what context are you giving your feedback?

Richard Evans, Chairman, West Hendred Parish council. This is the response from West Hendred Parish council.