



Oxfordshire's Sustainable Community Strategy  
A long term vision for the county

**Briefing paper 10:  
Access to services and travel**

**FINAL DRAFT**

This paper is number 10 in a series of 12 briefing papers prepared to inform the development of the Oxfordshire Sustainable Community Strategy by the Oxfordshire Partnership.

The briefing papers are designed for any individual or organisation interested in finding out more about Oxfordshire. Specifically they have been developed for representatives of organisations in the Oxfordshire Partnership who will be attending workshops and discussions on the priorities for the strategy during 2007.

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## I Developing Oxfordshire's access and travel plans

### I.1 Introduction

Access to services and travel is a broad area including:

- Accessibility – getting to the services we need
- Travel - to work, to buy goods, for education/health, to and for leisure.
- Transport options – car, bus, train, cycling & walking

Oxfordshire County Council has recently adopted its second Local Transport Plan (LTP). The new LTP covers a five-year period from April 2006 - March 2011 and sets out a vision for transport in Oxfordshire. It focuses on five priority areas:

- tackling congestion
- delivering accessibility
- safer roads
- better air quality
- improving the street environment

This Local Transport Plan provides a five-year programme for 2006-11. This is a relatively short period compared with the time horizons of other plans. The Structure Plan covers the period up to 2016, the South East Plan up to 2026. Developers will be considering proposals beyond 2011, transport operators will be investing in fleets with much longer lives, stakeholders disappointed that schemes are not included in this Local Transport Plan programmes to 2011 are also interested in the longer term.

For all these reasons the Local Transport Plan needs to sit within a wider and longer term strategy up until 2026. This strategy looks at the wider policy context, assesses the transport impacts, and provides a strategic framework for transport priorities in this and future Local Transport Plans.

This strategy takes account of:

- Continued household and demographic growth, which on all forecasts is likely to continue at the levels of the last 10 years, but with fastest growth in elderly age groups;
- Proposed location and numbers of new housing not only in Oxfordshire but in neighbouring areas, especially Milton Keynes and Aylesbury, the Thames Valley and Swindon;
- Locations for potential major employment growth, including for example Milton Park and Harwell, but again beyond as well as within Oxfordshire;

- Oxford's further growth as a regional hub (being a key destination for employment, healthcare, leisure, tourism and shopping), taking particular account of the proposed renaissance of the West End;
- Existing demand for travel and future changes likely over time (where we can expect increases both in long distance commuting and in home working);
- Continued reductions in a number of services in rural areas, with consequent increases in travel distances to access them;
- Key constraints on the transport networks, from affordability and environmental considerations, now and in the future;
- Possible technological advances, especially in information systems;
- Stakeholder and public aspirations, as expressed through a variety of methods of consultation and participation; and
- The need to provide real choice and value for money.

Existing partnerships with an interest in access and travel include:

- Oxfordshire Economic Partnership
- Oxfordshire Rural Forum
- Oxfordshire Rural Transport Partnership

## 1.2 Tackling congestion

Congestion - characterised by queues of stationary, stop-start or slow moving traffic – is frustrating for everyone, however they travel. Moreover, the effects of traffic jams on bus, car and freight journey times and their reliability inevitably impact on the county's economy.

For most people, for most of the time, the road network in Oxfordshire functions well. However, there are some places – such as on the approaches to major junctions or in town centres - where queues build up regularly. In most of these locations, congestion is generally only present during the morning and evening rush hours, but on some of the busiest roads in the county queues can remain for large parts of the day.

Although congestion trends are currently hard to measure, daily experiences suggest that congestion in Oxfordshire is getting worse. As the population grows and people drive more it is likely that congestion around the county will continue to worsen unless action is taken to address it.

Taking into account national and local travel trends and levels of committed and expected future development, growth in all traffic on Oxfordshire roads is predicted to be over 25% over the period to 2026 - well above the national average of 18%. This is partly as a result of higher than average population growth and goods vehicle forecasts.

In general, those routes that are currently closest to capacity will experience lower than average percentage increases, due to their limited scope for accommodating additional traffic. This could lead to large traffic increases on alternative routes, including a number of B-class and unclassified roads. In many of these cases the existing flows are low, and there would be capacity available to absorb the increases, but clearly there could be adverse impacts on safety and the environment.

The impact of one-off incidents such as accidents or road works can contribute significantly to congestion occurring on the network. Minor interruptions, which would cause limited local impact on free-flowing roads, can have major and widespread impact on roads which are already under stress. More significant interruptions, such as major road works, can have network-wide, if temporary, impacts.

Most of the major radial routes within Oxford (Botley Road, Woodstock Road, Banbury Road, Marston Road, London Road, Cowley Road, Abingdon Road) experience congestion at the present time as well as other routes such as Headley Way, Marston Ferry Road, Windmill Road and Between Towns Road. In developing the Local Transport Plan in Oxford only those routes where the congestion affects buses as well as general traffic were considered for action.

As well as there being an increase in the geographical spread of congestion by 2021 it is likely that the effects of congestion will be felt more often and for longer periods. In 2004 it was predicted that by 2021 congestion would be likely throughout the day over much of the A34, the A40 between Witney and Eynsham and the major through routes in Banbury, as well as at a number of smaller locations.

### 1.3 Delivering accessibility

Oxfordshire is a mostly rural county, in many parts of which the car is (and for the foreseeable future will continue to be) the predominant mode of travel. However a significant minority do not have access to a car, affecting their ability to reach services and employment.

Access to jobs and services is essential to a good quality of life. For people who own or have access to a car, getting around Oxfordshire is relatively straightforward, albeit sometimes time-consuming in congested areas. The county's road network is well-developed, and provides car users with direct links to all major destinations. However, for those people who do not have access to a car for all or part of the time, getting to key destinations can be far from easy. The coverage of the public transport network is significantly less comprehensive than the general road network, leaving some people who rely on buses and trains with limited access to some jobs and services.

In many areas services are being concentrated in the main towns of Oxfordshire and in particular into Oxford. Shops and services have been closed down in many villages, and education and health services centralised. Many jobs have gone from the rural economy which has meant people have had to move out of rural areas, making services far more difficult to maintain in these areas.

Oxfordshire has a rich environment and cultural heritage combined with educational and scientific excellence. Yet despite this widespread affluence and success, there are areas of localised urban deprivation and dispersed rural deprivation, with an

increasing gap between rich and poor. As it is more difficult to tackle these dispersed pockets of poor accessibility in a cost effective way these problems have persisted.

There is a need to:

- Support the provision of high quality, welcoming public transport, both where it can provide a real alternative to car travel and ensure access for those without a car;
- Improve the attractiveness and reliability of bus (and car) trips by tackling key congestion 'hotspots'; and
- Influence travel behaviour through enhanced information and better travel planning.

A real choice needs to be provided, and approaches tailored to fit local circumstances.

### Community schemes

*School travel plans* - A School Travel Plan (STP) is a document written and adopted by a school. It identifies the potential for replacing car-travel to school with healthier and safer walking, cycling or bus travel. Central government considers STPs to be the key vehicle for changing and improving journeys to school. Over 200 schools in Oxfordshire now have one with a target for every maintained school to have a Plan by March 2008 and all Oxfordshire schools by March 2010. Every school in Oxfordshire has been allocated a Personal School Travel Adviser, based in the County Council's Travel Plans Team. Advisers offer free advice and support for schools developing an STP.

STPs include targets for replacing car journeys with a mix of walking, cycling or bus travel, based on the potential identified. Our targets include reducing the percentage of single child trips to school by car from 22% to 18% over the lifetime of the Plan. To achieve this a series of actions are planned into the STP. Many actions will be carried out by the school, but there may be a need for other parties to be involved or for improvements to be made to roads, footpaths and cycleways.

*Workplace travel plans* - A workplace travel plan is a package of measures which make it easier and more attractive to reach the workplace on foot, by public transport, and by bicycle. The County Council has prepared guidance on conducting a site audit - an essential part of preparing a travel plan. A site audit answers the questions, 'how can people get to this place?' and 'what can be done to make it easier and more attractive for them to get here on foot, by public transport, or by bicycle?' Along with the site audit, a travel survey can give employers the information they need to prepare a good workplace travel plan. Travel surveys will also raise awareness of developing travel plans and introduce the idea to employees.

*Community travel plans* – A local, parish or community group would, with a community travel plan, draw up proposals to reduce car dependence and improve travel conditions within their local area. As with workplace travel plans the essential first step is to survey the local population and audit the local physical environment. Community travel plans should be inclusive of all the people in the local area and take account of the full range of local travel demands. As part of the development of a plan opportunities for local action, such as organising lift sharing clubs, can be identified.

#### *Community Rights of Way Improvement Planning initiative.*

This scheme is providing £20,000 grant aid amongst 29 local organisations to improve countryside access in their areas. Schemes range from village access notice boards to a wheelchair accessible route. Details are attached below. All works should be completed by the end of March 2007 and we will be looking at ways to repeat this next year.

## 1.4 Safer roads

Although daily experiences of road safety problems are usually confined to 'near misses' and delays arising from accidents involving others, many people are rightly concerned over the often very high human and financial costs placed on individuals, families and the wider community by traffic accidents. The cost placed on the accidents that occur on Oxfordshire's roads each year - estimated to be around £200 million – gives a measure of the problem.

The numbers of road deaths and injuries in recent years in Oxfordshire have reduced. For example, the numbers of people killed or seriously injured have come down from 544 in 2000 to 372 in 2006, well on the way to the government target to reduce these by 40% by 2010. Despite this, there can be no complacency over what is still a major problem and the County Council has set itself a more stretching target to reduce these casualties by 60% for children and 50% overall.

Safer roads will directly benefit people who currently suffer significant delays due to accidents, reduce the heavy burden placed on the health and other public services as well as individuals who might otherwise have been involved directly in accidents, lessen the fear of accidents, and improve freedom of choice for those who wish to walk or cycle but who are presently deterred due to concerns over safety.

Focus group research and wider public and stakeholder consultation conducted in Autumn 2004 for the County Council's Local Transport Plan confirmed that road safety is of significant public concern. Participants were particularly keen that road safety should be improved for vulnerable road users, recognising that real or perceived safety problems can be a significant barrier to increased walking and cycling. There was also significant concern for child safety; strong support was given for reducing traffic speeds in areas where children are likely to be at risk, and for education of youngsters to raise awareness of the dangers posed by motor traffic.

*Disadvantage* - National research has demonstrated a strong link between accident involvement risk and disadvantage. Analysis of accident data in Oxfordshire does generally bear out this finding, although perhaps because Oxfordshire is a relatively prosperous county, this is not as evident a problem as in other areas. Many of the areas of disadvantage have already benefited from safety improvements (such as extensive traffic calming) and there are now comparatively few clusters of accidents in disadvantaged areas. In the future, other strategies – such as directing education, training and publicity measures to more disadvantaged areas - will become increasingly important.

*Children* - Oxfordshire's child injury rate is relatively low. While this is likely to reflect in part the comparative prosperity of the county, the County Council has also played its part by using practical skills based training programmes for child pedestrians and cyclists for many years, and also promoting the correct fitting and use of child restraints in cars. A child road safety audit was carried out in 2000 and the County Council is currently in the process of updating this, applying the guidance issued by the Department for Transport.

*Urban Areas* - Approximately 50% of Oxfordshire's road casualties result from accidents on urban roads. The great majority of pedestrian and cyclist casualties are sustained on urban roads. Particularly high concentrations of casualties (including those to pedestrians and cyclists) are found in shopping streets and those areas with high levels of night time activity.

*Rural Areas* - The average severity of injury is appreciably higher on rural roads reflecting the higher average speeds on such roads. The great majority of injuries on rural roads are to motor vehicle occupants, as this is the main means of rural travel. A large number of site specific safety improvements have been carried out in past years which appear to have been very effective in reducing the number and severity of injuries.

## 1.5 Better Air Quality

The quality of Oxfordshire's air is generally very good. However, in the few locations where there are air quality problems in the county, the main cause is motor traffic.

In Oxfordshire, air quality problems - defined as locations where one or more National Air Quality Objective is currently exceeded or where one may be in the near future - are almost exclusively confined to roads in built-up areas that carry a high volume of traffic. In most cases only the road itself, the pavements either side and any properties which front directly onto the road fall within the area of exceedance so relatively few people are exposed to pollution levels which may affect their health.

To date, Air Quality Management Areas have been designated for the following areas:

- Oxford
- Abingdon
- Witney
- Henley
- Wallingford
- Chipping Norton

This list is kept under review by air quality monitoring programmes conducted by the District Councils.

In the Local Transport Plan the A40 Headington Roundabout was also identified as having a potential serious air quality problem, although it is hoped that the recent improvement at this location has resulted in improvements there.

It is widely accepted that poor air quality can have a negative impact on people's quality of life. Continual exposure to polluted air can lead to negative impacts on health. Improving air quality in areas where people live, work and shop will help to improve their health and so have a positive impact on their quality of life.

Poor air quality can also have a negative impact on the economy in any given area by making it a less attractive place for offices and shops to locate. High levels of exhaust emissions from motor traffic make streets less pleasant to spend time in, and may ultimately cause people to avoid such streets and any shops and businesses located there. Improving air quality in such areas therefore has the potential to encourage more inward investment by making them more attractive to people looking for somewhere to locate shops, offices or other amenities.

Air quality problems have the potential to make centres for tourism and leisure less attractive and in doing so reduce visitor numbers. Improving air quality in such areas should reverse this trend, encouraging more visitors and having a related positive impact on the local economy.

Improving local air quality and addressing the global issues of climate change and greenhouse gases are not always complementary goals: a bypass, for instance, can improve local air quality by removing traffic from a populated area but, by increasing vehicle mileage, could result in greater global emissions. However, measures that tackle local air quality problems by reducing traffic or by encouraging the use of vehicles that produce fewer greenhouse gas emissions would contribute to efforts to cut global greenhouse gas emissions. When working with District Councils to develop solutions to local air quality problems, the County Council will therefore consider the global context alongside local concerns, to ensure a mutually beneficial approach is taken wherever possible.

## 1.6 Improving the Street Environment

Streets that are dominated by traffic or poorly designed can be unpleasant to spend time in, particularly for pedestrians. A high-quality street environment, on the other hand, can add to the vitality of a street, attracting visitors, boosting businesses and creating a pleasant public space for people to relax in and enjoy.

Oxfordshire's towns are generally historic market towns whose road network was not designed to carry high volumes of motorised traffic. In many of the county's towns, main roads pass directly through the main shopping areas, meaning pedestrians have little choice but to share often narrow streets with motor traffic. The noise, intrusion and pollution caused by traffic in such streets sometimes makes them highly unattractive places to spend time in.

However, traffic volumes are not the only factor in reducing the attractiveness of a street. The design and layout of a street and the materials used for road and footway surfacing can also have a major bearing on its attractiveness and suitability for use for all. Although Oxfordshire has some highly attractive streets, there are also places where the location and quality of street furniture and signing, the amount of space available for pedestrians, and the type and design of surfacing materials do little to enhance the street environment.

Improvements to the street environment have been implemented in a number of locations across the county in recent years. These have usually been the result of a partnership between county, district and local councils. The details of the arrangements to be used for any particular scheme will be the result of consideration of the nature of the scheme.

Identifying those areas where transport contributes to an overall problem in quality of street environment is not an easy task. Those areas that have been identified as having a poor street environment are those with high volumes of traffic and a layout, design and finish that appears to detract significantly from the overall appearance of the street, particularly where there are large numbers of buildings to which the public need access.

Poor street environments can have a negative impact on the economy in an area by making it a less attractive place for offices and shops to locate. High volumes of traffic and poor street design make streets less pleasant to spend time in, and may ultimately cause people to avoid such streets and any shops and businesses located there.

Improving the street environment in such areas therefore has the potential to encourage more inward investment by making them more attractive to people looking for somewhere to locate shops, offices or other amenities.

Unattractive streets have the potential to make centres for tourism and leisure less welcoming and in doing so impact negatively on visitor numbers. Improving the street environment in such areas should reverse this trend, encouraging more visitors and having a related positive impact on the local economy.

## 2 Community needs and aspirations

This section is an extract from two supplementary papers:

1. An analysis of 30 community-led plans of parishes and market towns in Oxfordshire prepared by the Countryside & Community Research Unit, University of Gloucestershire, commissioned as part of building the Sustainable Community Strategy evidence base (see appendix section 6.1).
2. A summary of priorities from Oxford Area Action plans provided by Oxford City Council.

### 2.1 Analysis of parish and market town plans

Community-led plans for parishes and towns rely on local volunteers identifying and agreeing shared needs and priorities as a basis for local action. Action points and concerns of direct relevance to the *Access and travel* theme from 30 completed plans across Oxfordshire are shown below.

#### **Access and travel actions from parish and market town plans**

All but one of the settlements had an issue relating to access to services and travel. As this theme covered a wide range of types of issue, it has been subdivided into seven categories, each of which will be discussed separately below. The number of settlements documenting an issue or an action in each category is shown below:

Service availability: 12	Parking: 14
Roads and traffic: 23	Disabled access: 5
Public transport: 17	Integrated transport: 3
Cycling and/or walking: 22	

The parish council was most commonly named as a lead actor but with the support of other bodies. In particular, the support of the county council was needed over matters of roads, traffic and public transport.

#### **Service Availability**

Seven plans were concerned with setting up a shop or supporting an existing one, and one market town intended to start a street market. Five action points, mostly from South Oxfordshire, concerned improvements to the local library. Four settlements in West Oxfordshire and the Vale of White Horse would like mains gas where it is at present unavailable, and there are two worries about emergency service provision. Other services mentioned once each were:

cash machines,	reliable electricity supply,
post boxes,	delivery service.

There were also proposals to identify gaps in services, produce a directory of services and to encourage the use of local services. Concerns about service availability were present in plans for both market towns and rural settlements, although the base level of services was higher in the larger settlements.

#### **Roads and Traffic**

Roads and traffic generated a large number of issues. Eighteen settlements were concerned with traffic speeds or wanted to introduce traffic calming, although one market town wanted to remove some traffic calming to improve access to the shops. There were eight additional points about traffic danger more generally and six actions put forward to control traffic levels, two of these specifically mentioning a problem with heavy lorries. In addition, three plans contained complaints about traffic noise and one about traffic-induced air pollution. Ten settlements wished to improve road

maintenance and eight wanted improvements to the road network. One plan included the need to improve goods access to a market town. Four plans included actions concerning directions and signage and three concerning street lighting. One settlement intended to increase car sharing and another to set up a group to look at traffic issues. Other settlements had problems with wider transport infrastructure, such as busy trunk roads.

There were no obvious differences between the districts or between rural settlements and market towns on road traffic issues, apart from a cluster of villages in the Vale of White Horse concerned with road maintenance.

### **Public Transport**

The availability of information about public transport was an important issue, with ten plans aiming to introduce improvements. Nine plans wanted actions to improve bus services and three to improve rail services. This reflected the reliance on buses for public transport in rural areas. Six plans mentioned other public transport schemes, such as dial-a-ride and community minibuses, which are mostly run on a voluntary basis. Two plans raised the matter of improvements to bus shelters and one a complaint about rail noise. More generally, four settlements had a general commitment to improve public transport, three aimed to identify gaps in provision and two proposed action to encourage use of public transport. Public transport concerns covered all four districts, although there was no mention of rail in the three Cherwell plans. In general, rural settlements appeared more concerned with bus services than did market towns.

### **Cycling and Walking**

Twenty settlements had action points concerned with maintenance and improvements to footpaths and pavements and there were a further eight points concerning pedestrian road safety. One plan wanted to develop long-distance footpaths and another to produce a footpath map. Fourteen settlements were concerned with cycle provision, mostly concerning cycle paths, although the provision of cycle racks was also mentioned. Additionally, one plan proposed to provide more information about walking and cycle routes. Plans for all four districts and both types of settlement contained proposals for walking or cycling.

### **Parking**

Eight plans were concerned with the need for additional car parking and two with ensuring that new development provided for enough parking. Three plans wanted more parking controls, another three to encourage responsible parking - and two wanted to guide parking to a particular place. Four plans also made general comments about parking problems. Parking was seen as a problem in rural settlements as well as towns and in all four districts.

### **Disabled Access**

Concerns with disabled access were raised in South and West Oxfordshire. Four of the five settlements raising them were market towns. Specifically, one town was considering introducing a 'shopmobility' scheme, another wanted to increase disabled parking, and a third to improve disabled access to buses. The other two raised more general concerns.

### **Integrated Transport**

Points concerning integrated transport were all raised in plans for market towns in South Oxfordshire. One proposed action to co-ordinate bus and rail services, another intended to carry out a transport needs survey and the third was considering projects emerging from an existing Integrated Transport Study.

### **Example of actions proposed in local plans**

The Parish Council to persuade the bus company to publish regular and simple timetables in the Parish News Letter. (Duns Tew Village Plan, 2005)

Research the demand for and possibility of getting mains gas. (The Launton Village Plan, 2005)

*Community-led plans in Oxfordshire: their potential contribution to strategic planning, May 2007 by Gloucestershire University*

## 2.2 Summary of priorities of Oxford Area Action plans

Each of the six Area Committees in Oxford has developed an Action Plan which sets out the key improvements needed in the area that local people, local groups, the Area Committee and other organisations through working together can bring about. The plans seek to embody local issues and activities and be a catalyst for greater local partnership working.

The following box shows the priorities from the Area Committee Action plans relating to the *Access and Travel* theme.

### **Access and travel priorities from Oxford Area Action plans<sup>1</sup> (by area)**

#### **Central, South & West**

- Tackling city centre air quality
- Improve the public realm – public spaces, the welcome to the city, pedestrian improvements etc
- Improvements to Gloucester Green
- A vibrant street life and managing the conflicts between users

#### **Cowley**

- Address parking and traffic issues related to speeding/rat running in key areas e.g. Phipps Road, Littlehay Road
- Inappropriate parking issues e.g. on yellow lines, parking on pavements

#### **East**

- Tackling air quality
- Improve the public realm – public spaces, tree planting, pedestrian Improvements
- Improve management of residents parking
- Review parking charges in St Clements and Union Street car parks
- Maintain dialogue with bus companies on bus service issues

#### **North**

- Improved traffic management and parking (too many cars going too fast)
- Traffic going too fast in the Canal Corridor especially within the 20mph zone, needs enforcement and better signage
- Speeding along Wolsey Road and Carlton Road – needs enforcement and possible calming measures
- Five Mile Drive to Banbury Road safety concerns for pedestrians and cyclists
- Jordan Hill to Five Mile Drive - the cycle track and pedestrian bit are the wrong way around
- Overdevelopment causing traffic problems

#### **North East**

- Transport issues related to parking, public transport, density of traffic and improving facilities for cyclists and pedestrians especially in Headington and surrounding area
- Bus provision especially in Headley Way area and Risinghurst

#### **South East**

- Improve and maintain public transport links in the area

<sup>1</sup> See appendix for background to Area Action Plans

- Seek to prevent pavement parking
- Lowering speed limits
- Review match day residents' parking scheme with County Council
- Review road maintenance priorities with County Council

*Priorities from Oxford Area Action plans, Oxford City Council July 2007*

### 3 The contribution of the voluntary sector to Access and Travel

Volunteer drivers – over 570 drivers help with meeting the essential access needs of vulnerable people. In particular this service is used to take people to and from hospital where conventional public transport is not available or appropriate. These are generally run under the auspices of wider Community Transport Schemes, over 70 of which are in operation across the county. Oxfordshire Rural Community Council maintain a list of all these schemes and the services which each one provides.

A number of schools have set up Park & Walk or Walking bus schemes as part of their School Travel Plans. In these parents can take responsibility for accompanying groups of children for all or part of their walk to school. Within its road safety section the County Council draws on a pool of over 1,3000 volunteers to deliver Footsteps (a fun and practical way of teaching children road safety skills) and cycle training.

#### 3.1 Addressing the needs of vulnerable people

*Access to Education and Skills* - At their worst, problems accessing education centres such as schools and colleges at the required times can prevent people from fully participating in learning. More commonly, though, people may find that their ability to choose a type, quality, and level of education that meets their needs is restricted.

*Access to Employment* - Inadequate or expensive transport is rarely the only barrier to employment, but it can be a significant factor. Poor transport can prevent people from taking up, or keeping, employment opportunities and can restrict their choice of jobs. For some jobseekers it is a lack of available transport opportunities which limits their employment opportunities, whilst for others it is the prohibitive cost of transport fares. In recent years there has been a growth in employment opportunities in non-central locations in Oxfordshire. These locations are difficult to serve with public transport compared to major centres.

*Access to Health* - Poor access to health services can affect people's standard of health. Although health is generally good across the county, there are some areas of poorer health in the main urban areas. Like many other areas of the country, Oxfordshire has an ageing population which creates increasing challenges for health

provision. In recent years there has been a centralisation of health provision in the county, in particular to sites in the Headington area of Oxford. However, there have also been initiatives to make health services locally accessible including drop-in centres, minor injuries units at local hospitals, and the NHS telephone advice line, 'NHS Direct'. Engaging with partners in the health sector will be key to ensuring that issues relating to access to health are addressed.

*Access to Healthy Affordable Food* - A combination of bad diet and lack of exercise is making obesity a serious threat in the UK. Having limited access to high quality produce makes it very difficult to sustain a healthy diet, so improving access to town centres and/or supermarkets is an important part of planning for better accessibility.

## 4 Threats and opportunities for the future

In 2000, as part of the development of the first Local Transport Plan, Oxfordshire County Council produced a Road Traffic Reduction Report. In this report the overall growth in traffic between 2000 and 2015 was predicted at slightly more than 30% - a growth of 2 per cent per year. A target of halving this was included in our first LTP and has been retained in the second Plan. Traffic growth in the first Plan period was in line with the target. Continuing this in the future is likely to become more difficult as planned development in the county is now likely to be considerably greater than was envisaged when the prediction was originally made.

Climate change poses a number of specific problems for transport. In recent years there have been significant one-off requirements for additional maintenance due to abnormal heat, drought and flood. These occurrences are likely to occur more frequently and severely given current climate change predictions. This means that maintenance demands will be likely to increase in the future.

Raised awareness of climate change and environment among individuals or groups means that there is an increased chance of changing current travel behaviour.

Improvements to the railways such as East-West Rail, the upgrade of Oxford Station as well as smaller schemes at local stations have the potential to improve the attractiveness of public transport in preference to the car in some parts of the county. Enhancements to bus infrastructure will have a similar impact. The County Council has secured funding from Government for a major project called *Access to Oxford*, including improvements for rail, bus and general road traffic, which is to be delivered in 2013-2015.

### 3. Issues and options for the strategy

The main areas of common ground with the other themes of the Sustainable Community Strategy are **reducing emissions** and **adapting to climate change** (in the Environment Paper) and **accessibility to services and facilities** (in the Spatial Oxfordshire Paper).

Reducing emissions, given resource constraints and the national context, may have to rely on encouraging members of the Partnership – particularly employers – to adopt green travel plans and facilitate more home working. Local communities could also encourage local people to use what bus, train and cycle facilities there are in order to improve their viability and help secure their continued existence either as separate initiatives or through the development of a Community Travel Plan.

An assessment of patterns of social deprivation and inclusion formed part of the basis of the Framework Accessibility Strategy. Some problems in the application of this approach were identified in the pilot schemes set out in the LTP Accessibility Strategy. As a consequence of this, the strategy is being reviewed to ensure that the most appropriate areas are chosen for future action and that the correct stakeholders are involved in developing local action plans.

## 5 APPENDIX – data on access and travel in Oxfordshire

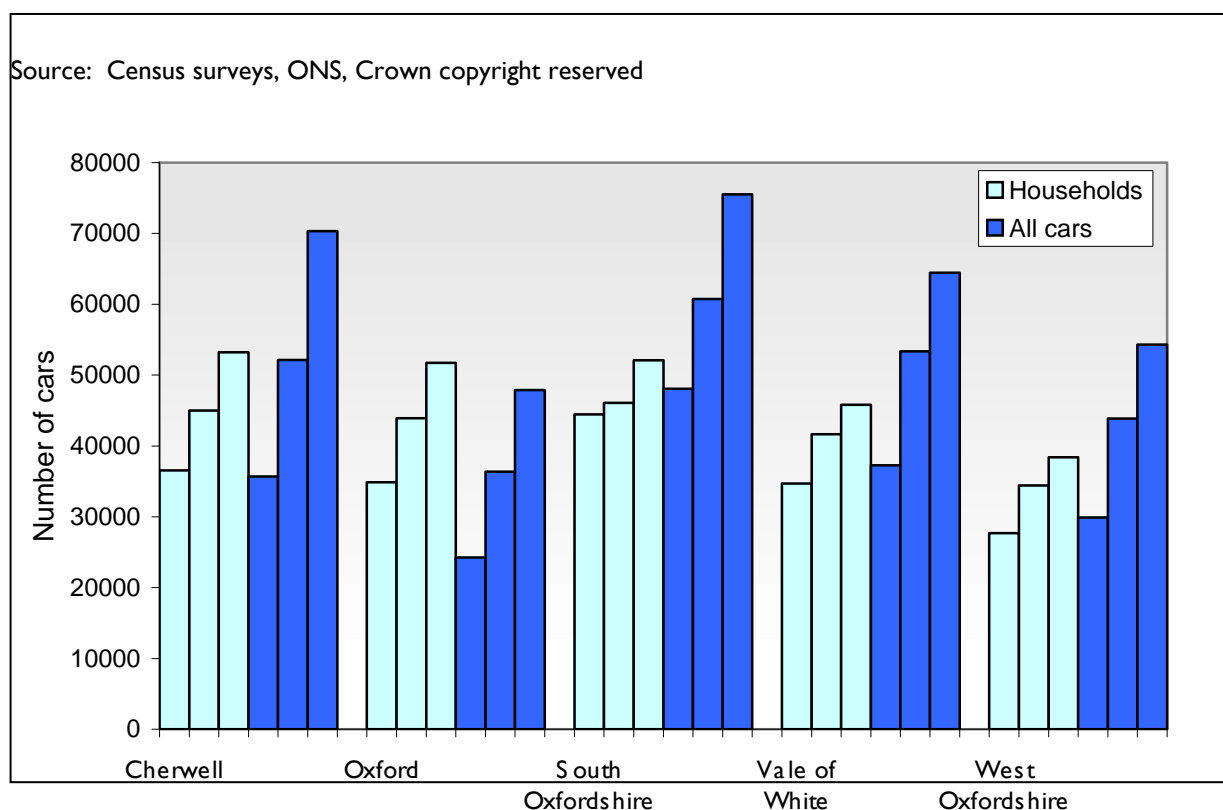
### 5.1 Mode of transport

#### Car ownership and use

In the twenty years from 1981 to 2001, the total number of cars owned by Oxfordshire households went from 175 thousand to over 300 thousand, an increase of 78%. This is more than double the growth of households (35%) over the same period.

The number of cars per household in Oxfordshire has increased from 0.98 cars per household in 1981 to 1.3 cars in 2001. This growth of cars owned can be seen across every district at different rates. The district with the highest ratio of cars per household is South Oxfordshire with 1.45 and the lowest is Oxford (0.93). This highlights the issue of car dependency for households in rural areas. However, Oxford has seen a massive 100% growth in car ownership over this ten year period, from 24,000 to 48,000. There is still scope for further growth across the county.

**Figure 1 Growth in the number of households and the number of cars from 1981 to 2001**



The proportion of licence holders across Great Britain is growing. This trend may be reflected in the proportion of people travelling to work as a car passenger in Oxfordshire. The rate of travelling as a passenger, out of all people using car as a mode of transport, has declined from 11% in 1991 to 8.7% in 2001. The lowest rate is South Oxfordshire and the highest rate is in Oxford.

**Table 1 Car passengers as % of people travelling in cars or vans to work in Oxfordshire districts**

	1991	2001
Cherwell	13.3%	9.7%
Oxford	11.3%	10.1%
South Oxfordshire	8.8%	7.3%
Vale of White Horse	10.4%	8.3%
West Oxfordshire	11.3%	8.4%
<b>TOTAL Oxfordshire</b>	<b>11.0%</b>	<b>8.7%</b>

Source: Census surveys, ONS, Crown copyright reserved

## 5.2 Access to services

### Accessibility Results (2005)

The following analysis was based on an assessment of travel to selected destinations based upon spring 2005 bus timetable information and population distribution based on the 2001 census. It used the Department for Transport's Accession computer modelling software. The threshold values were set in national accessibility guidelines to give an indication of local accessibility.

**Table 2 Percentage of county population within threshold value of nearest destination by walk/bus**

	<b>Major Centres</b>	<b>Major supermarkets</b>	<b>Town centres</b>
Threshold value	15 mins	15 mins	15 mins
All people	23.2	47.5	45.3
Young People	40.5	60.4	58.4
Elderly	20.9	47.4	44.8
Low Income	36.1	57.9	55.8

**Table 3 Percentage of county population within threshold value of nearest destination by walk/bus**

	<b>Primary Schools</b>	<b>Secondary Schools</b>	<b>Further Education</b>
Threshold value	15 mins	20 mins	30 mins
All people	84.6	64.7	70.1
Young People	89.5	74.8	78.4
Elderly	83.0	63.2	67.7
Low Income	95.3	74.9	77.7

**Table 4 Percentage of county population within threshold value of nearest destination by walk/bus**

	<b>Employment by ward</b>	<b>Employment main sites</b>
Threshold value	20 mins	20 mins
All people	79.4	71.4
Young People	85.5	80.2
Elderly	78.1	69.2
Low Income	85.1	79.4

**Table 5 Percentage of county population within threshold value of nearest destination by walk/bus**

	<b>Dentists</b>	<b>GPs</b>	<b>Hospitals</b>
Threshold value	15 mins	15 mins	30 mins
All people	63.2	63.1	36.9
Young People	72.7	72.7	53.1
Elderly	63.1	61.7	36.7
Low Income	72.5	71.6	50.3

## 5.3 Travel patterns

### Travel to work

**Table 6 distance travelled to work (per 1000 residents in each area)**

Residence	Not more than 10km		10km-30km		More than 30km	
	1991	2001	1991	2001	1991	2001
Oxford (central, south and west)	869	759	52	110	79	131
Oxford (remainder)	866	787	75	111	59	102
Abingdon	733	709	176	186	91	105
Banbury	809	728	96	134	95	138
Bicester	546	445	350	392	104	163
Didcot	659	585	237	296	104	119
Wantage & Grove	602	470	336	444	61	86
Witney	608	579	340	341	52	80

**Table 7 mode of travel to work (per 1000 residents in each area)**

Residence	Work at home		Foot/ bicycle		Bus/train		Car driver		other	
	1991	2001	1991	2001	1991	2001	1991	2001	1991	2001
Oxford (central, south and west)	54	96	502	406	127	162	265	300	52	36
Oxford (remainder)	48	90	293	265	165	192	397	403	98	60
Abingdon	26	76	184	165	75	77	597	610	118	72
Banbury	24	69	252	217	57	52	528	566	140	96
Bicester	31	71	201	130	55	63	592	653	122	83
Didcot	16	68	176	113	125	101	554	635	129	82
Wantage & Grove	22	79	176	136	71	52	626	642	106	91
Witney	48	85	220	159	62	58	574	624	95	75

**Table 8 numbers of residents**

Residence	1991	2001
Oxford (central, south and west)	5,569	8,320
Oxford (remainder)	42,181	52,947
Abingdon	15,726	17,231
Banbury	17,601	21,975
Bicester	10,481	16,829
Didcot	8,061	13,622
Wantage & Grove	8,359	9,485
Witney	9,287	12,354

## Shopping

In a survey in April 2005, 1000 Oxfordshire residents were asked about their main food shop trips and how they carried it out. In terms of distance travelled the following was found:

Distance travelled	%
Less than a half mile	11
Half mile – a mile	17
1-3 miles	24
3-5 miles	17
5 – 10 miles	18
10 – 25 miles	11
25 – 50 miles	1

The survey found the main mode by which people carried out their main food shop to be:

Mode	%
Park and ride	1
Car as driver	67
Car as passenger	18
Car as sharer	2
Bus	6
Powered two wheeler	1
Bicycle	3
Taxi	2
Walk	11

n.b where respondents did not always use the same mode they were included twice – therefore the total exceeds 100%

Compared with a similar survey carried out in 2000 the number of people walking to their main food shopping was slightly reduced while the number using the bus had increased. The differences, though, were not statistically significant.

### Travel to school

The County Council has instituted an annual series of surveys on travel to school. In 2006 over 35% of day pupils in the county took part in the "Big Oxfordshire Travel Survey", with over 150 schools taking part.

The survey showed the following means of travel to school across the county:

	Walk	Cycle	School bus	Other bus	Car (non-shared)	Car (shared)	other
Cherwell	53	7	8	1	23	7	0
Oxford	49	15	1	11	17	6	0
South Oxon	43	7	15	4	22	9	1
Vale of White Horse	38	17	14	2	21	6	1
West Oxon	43	7	21	3	20	6	1

The key findings of the survey, compared to 2005, were:

- Car use on journeys to school had fallen by 2 percentage points
- There was an increased use of school buses
- The level of walking had not changed

## Traffic

### Oxfordshire road traffic levels (million vehicle kilometres travelled per day)

	Motor-ways (M40)	Trunk roads (A34, A43)	<b>All Strategic Roads<sup>1</sup></b>	De-trunked roads <sup>2</sup>	Other A-class roads	Other roads	<b>All non-strategic roads</b>	<i>All roads</i>	<i>National all roads</i>
1991	3.51	1.88	<b>5.39</b>	1.91	4.14	3.90	<b>9.95</b>	<i>15.34</i>	<i>411.57</i>
1992	4.04	1.97	<b>6.01</b>	1.93	4.14	3.89	<b>9.96</b>	<i>15.97</i>	<i>412.12</i>
1993	4.26	2.01	<b>6.28</b>	1.96	4.32	4.01	<b>10.29</b>	<i>16.57</i>	<i>412.34</i>
1994	4.49	2.12	<b>6.61</b>	2.00	4.34	3.85	<b>10.20</b>	<i>16.81</i>	<i>421.54</i>
1995	4.70	2.20	<b>6.90</b>	2.06	4.44	3.86	<b>10.36</b>	<i>17.26</i>	<i>429.72</i>
1996	4.88	2.28	<b>7.17</b>	2.13	4.53	3.98	<b>10.64</b>	<i>17.81</i>	<i>441.12</i>
1997	4.87	2.43	<b>7.31</b>	2.15	4.63	3.98	<b>10.76</b>	<i>18.06</i>	<i>450.32</i>
1998	4.94	2.45	<b>7.39</b>	2.19	4.73	4.11	<b>11.03</b>	<i>18.42</i>	<i>458.49</i>
1999	5.29	2.52	<b>7.81</b>	2.17	4.74	4.08	<b>10.99</b>	<i>18.80</i>	<i>466.96</i>
2000	5.36	2.51	<b>7.87</b>	2.15	4.69	4.06	<b>10.90</b>	<i>18.78</i>	<i>467.09</i>
2001	5.50	2.62	<b>8.12</b>	2.23	4.84	4.13	<b>11.20</b>	<i>19.31</i>	<i>474.44</i>
2002	5.51	2.66	<b>8.17</b>	2.26	4.89	4.19	<b>11.33</b>	<i>19.50</i>	<i>486.56</i>
2003	5.59	2.79	<b>8.38</b>	2.30	4.91	4.23	<b>11.43</b>	<i>19.82</i>	<i>490.40</i>
2004	5.55	2.78	<b>8.34</b>	2.28	4.89	4.32	<b>11.49</b>	<i>19.83</i>	<i>498.60</i>
2005	5.53	2.77	<b>8.30</b>	2.26	4.87	4.33	<b>11.47</b>	<i>19.77</i>	<i>499.40</i>

1. "strategic roads" are those for which the Highways Agency are responsible

2. (A40, A41, A420, A423)

## 5.4 Congestion

The following sections of road were identified as locations for current or future congestion as part of the Transport Networks Review (predicted average flow/capacity ratio between 7am or 7pm greater than 0.75):

2001	2011	2021
M40 J8A-8B (Waterstock)	M40 J5 (Stokenchurch) – J8 (Waterstock)	M40 South of J8 (Stokenchurch)
M40 J9 (Wendlebury)	M40 J9 (Wendlebury) – J11 (Banbury)	M40 North of J9 (Wendlebury)
M40 J11 (Banbury)	A34 Milton – M40	A34 Milton – M40
A34 Lodge Hill-M40	A40 Barnard Gate - Cutteslowe	A40 Wheatley - Oxford
A34 Milton-Marcham	A40 Burford - Asthall	A40 Barnard Gate - Cutteslowe
A34 south of Chilton	A44 Yarnton - Oxford	A40 Burford - Asthall
A40 Barnard Gate-Cassington	A361 Bloxham Rd/N Bar/S Bar Banbury	A41 Arccott
A40 Wolvercote Roundabout – Cutteslowe Roundabout	A415 Frilford – A34	A40 Burford - Asthall
A361 Bloxham Rd/N Bar/S Bar Banbury	A420 Besselsleigh	A44 Yarnton - Oxford
A415 Marcham	A423 Southam Road	A44 Woodstock
A415 Abingdon town centre	A423 Southern Bypass Road, Oxford	A329 Little Milton
A415 Witney	A4074 Sandford – Nuneham Courtenay	A361 Bloxham Rd/N Bar/S Bar Banbury
A422/B4100 Warwick Rd Banbury	A4074 B4015 – A4130	A415 Frilford – ulham
A422 Hennef Way Banbury	A4095 Woodstock Rd, Witney	A420 Appleton - Cumnor
A423 Southern Bypass Road, Oxford	A4130 Fairmile – Henley Bridge	A420 Faringdon - Southmoor
A4130 Fairmile – Henley Bridge	A4130 Nettlebed	A420 Faringdon - Watchfield
A4130 Nettlebed	A4130 Crowmarsh Hill	A423 Southern Bypass Road, Oxford
A4260 Oxford Rd/Upper Windsor St/Cherwell St Banbury	A4260 Adderbury – A422 Hennef Way, Banbury	A4074 Sandford – Nuneham Courtenay
A4421 Kings End/Queens Ave Bicester	A4421 Kings End/Queens Ave Bicester	A4074 B4015 – A4130
Minster Road Brize Norton / Upavon Way, Carterton	B4009 Watlington – M40	A4095 Bampton - Clanfield
	B4044 Swinbrook	A4095 Mill St/Bridge St/Woodstock Rd, Witney
		A4095 Bladon
		A4130 Milton - Didcot
		A4130 Brightwell cum Sotwell
		A4130 Crowmarsh Hill

		A4130 Fairmile – Henley Bridge
		A4130 Nettlebed
		A4260 Adderbury – A422 Hennef Way, Banbury
		B480 Garsington - Oxford
		B480 Stadhampton
		B4009 Watlington – M40
		B4044 Swinbrook

n.b. this may represent an under-estimation of the extent of congestion in the county since the Transport Networks Review assessment was based on the capacity of road links and does not necessarily reflect where congestion is caused by insufficient capacity at junctions.

## 5.5 Road Safety

### Casualties by District Council Area 2005

**Table 9 Casualties by mode of travel**

	Pedestrian		Pedal cyclist		m/c	car	bus	lorry	other	All
	child	adult	child	adult						
Cherwell	22	23	11	15	51	564	4	39	16	745
Oxford	21	47	20	138	59	212	38	10	22	567
South Oxfordshire	12	27	3	21	60	417	4	30	9	583
Vale of White Horse	9	21	9	27	58	376	7	28	9	544
West Oxfordshire	10	10	6	14	36	323	6	7	7	419
<b>TOTAL</b>	<b>74</b>	<b>128</b>	<b>49</b>	<b>215</b>	<b>264</b>	<b>1892</b>	<b>59</b>	<b>114</b>	<b>63</b>	<b>2858</b>

**Table 10 Casualties by severity of injury**

	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
Cherwell	2	77	666	745
Oxford	4	50	513	567
South Oxfordshire	21	68	494	583
Vale of White Horse	8	48	488	544
West Oxfordshire	5	56	358	419
<b>TOTAL</b>	<b>40</b>	<b>299</b>	<b>2519</b>	<b>2858</b>

## 5.6 Street Environment

In the Local Transport Plan the following areas were identified as having street environment problems:

<b>High priority</b>	Oxford	High Street (Longwall St to Carfax)
	Oxford	Cowley Road (Magdalen Rd – Plain)
	Oxford	Queen St
	Oxford	George St
	Bicester	Market Square
	Abingdon	Stert St/High St/Bridge St
	Oxford	Banbury Rd (Summertown)
	Oxford	London Rd (Headington)
<b>Medium Priority</b>	Banbury	Market Place/Parsons St
	Didcot	Broadway
	Wantage	Market Place
	Wallingford	High Street
	Oxford	Cowley Centre
	Watlington	Couching St/High St
	Oxford	St Clements
	Witney	High St
	Carterton	Town Centre

A survey was taken of the Oxfordshire Citizens' Panel in Spring 2005 to determine their views on various aspects of the street environment of the shopping area which

they most frequently used. The percentage who expressed satisfaction with key identified aspects of the environment is given in the table below:

	Cleanliness	Pavements	Street Furniture	Seating	Greenery and floral displays	Street lighting	External appearance of buildings	Safety from traffic	Safe from crime in daylight	Safe from crime at night	Air quality	Noise from traffic	Road safety
<b>TOTAL</b>	<b>59</b>	<b>43</b>	<b>54</b>	<b>40</b>	<b>55</b>	<b>65</b>	<b>55</b>	<b>53</b>	<b>74</b>	<b>34</b>	<b>42</b>	<b>38</b>	<b>54</b>
Oxford city centre	46	34	42	30	45	67	54	47	79	36	23	23	45
Cowley	56	44	56	39	52	67	47	68	60	25	49	55	68
Headington	48	30	49	25	34	64	32	44	71	31	18	18	38
Summertown	48	32	27	13	39	49	29	33	66	36	16	12	22
Banbury town centre	61	49	62	43	67	67	63	56	61	20	45	48	60
Abingdon	51	24	46	41	71	66	36	45	75	30	34	32	38
Bicester	67	60	62	52	71	62	48	69	73	26	59	58	70
Witney	77	49	61	37	56	63	67	59	87	36	55	40	59
Didcot	61	49	59	47	40	65	54	71	76	30	47	54	69
Wantage	44	28	50	35	39	68	63	50	75	43	54	33	56
Henley on Thames	63	26	73	64	89	76	50	35	79	42	52	38	40
Thame	69	52	73	49	56	72	78	67	77	49	61	48	74
Woodstock	80	67	79	73	81	83	97	54	89	75	51	39	45
Wallingford	76	50	66	55	69	59	64	59	86	44	71	50	64
Chipping Norton	77	59	60	44	43	64	80	50	77	40	54	26	45

## 5.7 Air Quality

The following information has been abstracted from the respective district council's Air Quality Monitoring Reports in the years stated:

Location	Modelled NO <sub>2</sub> levels	National air quality objectives exceeded at points of relevant exposure
<b>CHERWELL (2005)</b>		
Oxford Road, Banbury	30.6	None
Middleton Road, Banbury	25.0	None
Bridge Street, Banbury	27.9	None
Bankside, Banbury	19.6	None
Horsefair, Banbury	31.1	None
Sinclair Avenue, Banbury	16.4	None
Cranleigh Close, Banbury	13.4	None
Crouch Street, Banbury	20.2	None
Queens Avenue, Bicester	29.5	None
Market Square, Bicester	27.9	None
Tamarisk Gardens, Bicester	17.4	None
Bicester Road, Kidlington	21.2	None
Oxford Road, Kidlington	25.2	None
Benmead Road, Kidlington	19.3	None
The Green, Adderbury	19.2	None
<b>OXFORD CITY (2004)</b>		
Beaumont Street	52	2005 objective for annual mean concentration of nitrogen dioxide
High Street	83	2005 objective for annual mean concentration of nitrogen dioxide
Longwall Street	62	2005 objective for annual mean concentration of nitrogen dioxide
Queen Street	100	2005 objective for annual mean concentration of nitrogen dioxide
George Street	83	2005 objective for annual mean concentration of nitrogen dioxide
Frideswide Square	74	2005 objective for annual mean concentration of nitrogen dioxide
New Road	69	2005 objective for annual mean concentration of nitrogen dioxide
Park End Street	63	2005 objective for annual mean concentration of nitrogen dioxide
Speedwell Street	47	2005 objective for annual mean concentration of nitrogen dioxide
St Aldate's	60	2005 objective for annual mean concentration of nitrogen dioxide

St Giles	59	2005 objective for annual mean concentration of nitrogen dioxide
Worcester Street	56	2005 objective for annual mean concentration of nitrogen dioxide
St Clements Street	87	2005 objective for annual mean concentration of nitrogen dioxide
Hythe Bridge Street	50	2005 objective for annual mean concentration of nitrogen dioxide
Bonn Square	57	2005 objective for annual mean concentration of nitrogen dioxide
Hollybush Row	36	None
Magdalen Street	70	2005 objective for annual mean concentration of nitrogen dioxide
<b>SOUTH OXFORDSHIRE (2005)</b>		
Park St, Thame	33.7	None
Ludlow Lane, Thame	21.8	None
High Street, Wallingford	56.1	2005 objective for annual mean concentration of nitrogen dioxide
Brookmead Drive, Wallingford	18.9	None
Crowthorne Kennels, M40	34.3	None
Heath Farm Cottage, M40	29.8	None
9 Adwell Cottages, M40	45.5	None
The Broadway, Didcot	40.9	None
Lune Close, Didcot	28.2	None
Duke Street, Henley	66.8	2005 objective for annual mean concentration of nitrogen dioxide
Reading Road, Henley	26.5	2005 objective for annual mean concentration of nitrogen dioxide
Lovell Close, Henley	19.6	None
York Road, Henley	21.8	None
Milton Close, Henley	26.3	None
Market Place, Henley	35.4	2005 objective for annual mean concentration of nitrogen dioxide
Greys Road, Henley	52.6	2005 objective for annual mean concentration of nitrogen dioxide
Bell Street, Henley	40.4	2005 objective for annual mean concentration of nitrogen dioxide
High Street, Wheatley	36.3	None
Beech Road, Wheatley	25.0	None
Couching Street, Watlington	49.4	None
<b>VALE OF WHITE HORSE (2005)</b>		
West Way, Botley	40.5	None
Poplar Road, Botley	30.0	None
Hutchcomb Road, Botley	20.4	None

Queens Close, Botley	22.5	None
Stert Street, Abingdon	58.7	2005 objective for annual mean concentration of nitrogen dioxide
Ock Street, Abingdon	37.3	2005 objective for annual mean concentration of nitrogen dioxide
Stratton Way, Abingdon	38.7	None
High Street, Abingdon	62.3	2005 objective for annual mean concentration of nitrogen dioxide
Vineyard, Abingdon	42.7	2005 objective for annual mean concentration of nitrogen dioxide
Bridge Street, Abingdon	30.7	2005 objective for annual mean concentration of nitrogen dioxide
West St Helen St, Abingdon	28.6	None
Abbey Close, Abingdon	31.1	None
Langley Road, Abingdon	26.4	None
Turner Road, Abingdon	20.8	None
Town Hall Faringdon	29.5	None
Gloucester Street, Faringdon	34.6	None
Bennett Road, Faringdon	20.4	None
Folly View Road, Faringdon	18.0	None
Market Square, Wantage	33.0	None
Grove Street, Wantage	24.5	None
Priory Orchard, Wantage	15.6	None
Hampden Road, Wantage	14.2	None
<b>WEST OXFORDSHIRE (2003)</b>		
Bridge Street, Witney	54.6	2005 objective for annual mean concentration of nitrogen dioxide
Mill Street, Witney	50.3	None
Early Road, Witney	16.1	None
Staple Hall, Witney	33.7	None
Horsefair, Chipping Norton	56.4	2005 objective for annual mean concentration of nitrogen dioxide
West Street, Chipping Norton	37.1	None
Coopers Close, Chipping Norton	14.2	None
Withers Way, Chipping Norton	15.9	None

## 5.8 Future trends/pressure

### **Housing Growth**

The draft South East Plan identifies 1,700 target new homes pa for Central Oxfordshire and a further 660 pa for the rest of the county.

**Table 11 Oxfordshire's new build allocations**

District	Central Oxfordshire 2006 - 2026	Rest of Oxfordshire 2006 - 2026	County Total 2006 - 2026
Cherwell	5,800	6,000	11,800
Oxford	7,000	n/a	7,000
South Oxfordshire	7,500	2,700	10,200
Vale of White Horse	10,500	1,000	11,500
West Oxfordshire	3,200	3,500	6,700
Total	34,000	13,200	47,200

The strategy's 'Central Oxfordshire' section seeks to further economic growth while protecting the natural, historic and cultural environment of Oxford.

The strategy seeks to achieve this by exploiting the economic potential of southern Central Oxfordshire; building thriving and balanced communities at Bicester, Didcot, and Wantage and Grove; and providing for economic development within Oxford. The aim is to grow a sustainable economy in transport terms as well as maintaining environmental heritage.

The new growth points identified by the Government in October 2006 also identify Didcot and Oxford as key locations to provide new housing by 2016 (5,000 and 5,692 units respectively).

### **Increase in drivers**

The proportion of licence holders in the South East could rise by a further 10%. Currently 87% of men and 71% of females in the South East hold driving licences.

These figures could be set to rise, especially among women, as the National Travel Survey suggests that the rate of licence holding outside London could be heading towards 90%.

**Table 12 Percentage of male and female full car driving licence holders (1999-2001)**

	Male driving licence holders	Female driving licence holders
Great Britain	82%	60%
South East region	87%	71%

Source: National Travel Survey Dept of Transport (sample survey, last data 1999-2001), percent of people aged 17 and over

## 6 APPENDIX – Background to work analysing community plans

### 6.1 Parish and market town plans

In May 2007, the Countryside & Community Research Unit at the University of Gloucestershire reviewed and summarised the 30 Oxfordshire parish and market towns plans completed in the past five years (see table below).

**Table 13 Parish and town plans analysed**

Benson Parish Plan	Goring Village Plan
Blewbury Parish Plan	An Action Plan for Harwell
Brightwell-cum-Sotwell Parish Plan	Henley on Thames Action Plan for Year Three
An Action Plan for Carterton	The Launton Village Plan
Chinnor Parish Plan	Minster Lovell Village Action Plan
Chipping Norton Town Appraisal	Sandford on Thames Parish Plan
The Cholsey Plan	South Hinksey Parish Plan
Crowmarsh Parish Appraisal	Steventon Parish Plan
Dorchester Parish Plan	Tetsworth Village Plan
Dorn Valley Parishes Plan	Thame in Trust: a vision and action plan
Duns Tew Village Plan	Upton Parish Plan
Enstone Action Plan	A Town Plan for Wallingford
Faringdon Action Plan	Suggestions for a Better Watlington
Fencott and Murcott Parish Plan Vision	West Hagbourne Parish Plan
Filkins and Broughton Poggs Parish Plan	Wheatley Parish Plan

Since the total number of plans available for this review was relatively small, any comparisons of the differences between districts or between types of settlements can only be indicative. However they still provide a useful snapshot of issues and perceived priorities of communities in Oxfordshire.

Note that comparisons by district are difficult as a result of the imbalance of plans between the four rural districts, particularly in the case of market towns (see following table).

**Table 14 plans considered by district and type of settlement**

District	Number of market towns	Number of rural settlements	Total number of plans
<b>Cherwell</b>	0	3	3
<b>South Oxfordshire</b>	7	8	15
<b>Vale of White Horse</b>	1	5	6
<b>West Oxfordshire</b>	2	4	6
<b>Total</b>	10	20	30

Recommendations and more detail on the background to community-led plans are available in the main report "Community-led plans in Oxfordshire: their potential contribution to strategic planning, May 2007" published as part of the Sustainable Community Strategy evidence base (supplementary paper 1).

Overall recommendations for the SCS are included in "Community Life" theme paper 1.

## 6.2 Oxford Area Action plans

There are six Area Committees in Oxford:

- Central, South and West
- Cowley
- East
- North
- North East
- South East (formerly Iffley Leys)

Each Area Committee is made up of the ward councillors for its Area and, on a non-voting basis, the County Councillors for the Area and the parish councils. Partnerships are being developed with the Police, who are usually present at the Area Committees, and the Oxford City Primary Care Trust.

The Area Committees form part of the City Council's democratic structure and are responsible for the following services in their areas:

- parks, play areas and countryside
- off street car parking
- public toilets
- street cleaning and monitoring of street scene performance
- dog wardens
- abandoned vehicles
- community centres
- planning applications

Each Area has developed an Action Plan the purpose of which is to set out the key improvements needed in the area that local people, local groups, the Area Committee and other organisations through working together can bring about. They seek to embody local issues and activities and be a catalyst for greater local partnership working.

The development of Action Plans in Oxford City has involved substantial consultation with local communities and they are not defined by public sector agencies. In 2004, a survey of all local groups e.g. residents groups was carried out followed by workshops in each of the 6 areas with representatives from residents and tenant groups and community organisations. Overall 76 groups were represented at the workshops. This provided the basis for development of the area plans.

In 2005/06 the area committees facilitated further workshops in each area across the city to discuss priorities in greater detail and possible solutions. These workshops were then followed up with 633 on street interviews (approx 100 in each area). The analysis of the findings has been the basis of refreshing the area plans and the key issues identified for each of the areas and fed into the Sustainable Community Strategy evidence base.

More detail on the priorities from Area Action Plans are available in a supplementary report (2) published as part of the Sustainable Community Strategy evidence base.

## 7 APPENDIX – Finding out more

### 7.1 Documents

#### **Oxfordshire Local Transport Plan 2006-11: Accessibility Strategy**

Identifies areas where access to services is below national benchmarks and develops a methodology whereby these can be investigated.

#### **Oxfordshire Local Transport Plan 2006-11: Bus Strategy**

Sets out the County Council's policies to create the conditions in which bus services can thrive whilst ensuring that subsidised services are provided where necessary.

#### **Oxfordshire Local Transport Plan 2006-11: Information Strategy**

Complements the bus strategy by setting out standards for the provision of information on bus services in the county.

#### **Oxfordshire Local Transport Plan 2006-11: Environmental Report**

Assessment of the impact of the environmental impact of the Plan, in accordance with the Strategic Environmental Assessment Directive.

#### **Rights of Way Improvement plan**

Sets out the County Council's vision, aims and processes for the improvement of public rights of way in the county.

### 7.2 Organisations

Oxfordshire County Council, Transport Service [www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

Oxfordshire Data Observatory [www.oxfordshireobservatory.info](http://www.oxfordshireobservatory.info) providing economic, social and environmental information for and about the communities of Oxfordshire. Information is arranged by theme and geography, supplying a range of key data sources, research reports and links to helpful websites.

## 8 APPENDIX – list of briefing papers

	<b>Theme</b>	<b>Broad content</b>
	Oxfordshire Futures	Overview of economic, environmental and social trends and issues affecting the long term future of Oxfordshire
<b>THEME PAPERS</b>		
<b>1</b>	Community Life	Active communities, community-led planning, contribution of volunteers
<b>2</b>	Community Safety	Community safety, crime, fear of crime
<b>3</b>	Economy	Employment, income, businesses, change in key industry sectors
<b>4</b>	Children & Young People	Needs of children & young people
<b>5</b>	Learning and skills	Skills for the economy; skills for individuals
<b>6</b>	Environment	Climate change; resources (including waste, water, energy, air quality, countryside, land)
<b>7</b>	Health, care and wellbeing	Lifestyles, older people, long term conditions, vulnerable people
<b>8</b>	Housing	Affordability, housing for vulnerable groups, eco-homes
<b>9</b>	Population and migration	Ageing population, long term and short term migration trends
<b>10</b>	Access to services and travel	Road congestion, accessibility, safer roads, air quality, street environment
<b>11</b>	Recreation, leisure and culture	Participation in culture, sport, leisure activities, internet
<b>12</b>	Spatial Oxfordshire	South East plan, Local Development Frameworks, planning policy; rural, market towns, urban
<b>SUPPLEMENTARY PAPERS</b>		
<b>S1</b>	Community-led plans and their potential contribution to strategic planning	by Gloucestershire University (May 2007) Analysis of the priorities from 30 community-led parish and market town plans completed in past 5 years in Oxfordshire
<b>S2</b>	Priorities from Oxford Area Action plans	by Oxford City Council (July 2007) Priorities from six Oxford City area action plans
<b>S3</b>	Oxfordshire Rural Framework (2007-2010)	by Oxfordshire Rural Forum (July 2007) Challenges and priorities for rural Oxfordshire