

# VISION FOR CHOLSEY'S FUTURE TRANSPORT:

## FINAL DRAFT February 2022 *CONSULTATION DOCUMENT*

CHOLSEY PARISH COUNCIL



Church of St Mary

# 1. FORWARD

This document is one of three documents that set out the proposed Cholsey Transport Plan:

**VISION FOR CHOLSEY'S FUTURE TRANSPORT** – Consultation Summary

**TRANSPORT PLAN FOR CHOLSEY** – The Draft Action Plan

**APPENDICIES: TRANSPORT PLAN FOR CHOLSEY** – Details and Evidence

Residents have the opportunity to complete a form at the end of the Vision document which rates what is most important to themselves and their families. Those views will be carefully taken account of in drafting the final Transport Plan for Cholsey.

People have lived and worked in the Cholsey area since the Bronze Age, and over time have shaped the village and its surrounding landscape in their own way. The settlement of Cholsey has grown up for eleven centuries with significant expansion after the arrival of the railway and its local station. A good network of public footpaths offers excellent recreation opportunities and links to the wider countryside. Cholsey is a desirable place to live. The Cholsey Transport Plan seeks to help maintain those aspirations into the future whilst still maintaining the features and facilities that make the village such an attractive place.

Transport changes with the times. Good planning helps to make those changes smoothly for the mutual benefit of all.

## 2. INTRODUCTION

### **So what do we mean by transport?**

Transport simply means the desired movement of people, goods and services from one place to another. We can immediately think of that in personal terms of cars, buses, trains, ships and aeroplanes but it also includes everyday walking, cycling, and internet and take away deliveries.

For some, homeworking options, Zoom meetings and internet shopping are at least partially reducing the need to travel physically.

### **Is transport choice linked to health and wellbeing?**

It certainly is.

Over 4 in 10 women (42%) and 1 in 3 men (34%) in England are not active enough for good health, with human and economic costs for the individual, communities and the health and social care system. The most recent estimates are that physical inactivity alone costs the NHS more than £450 million a year.

Deaths and injuries on Britain's roads costs the NHS £470m every year and the economy £8bn, as well as destroying families.

Getting out walking or cycling burns calories, gets your heart pumping and works your legs and abs. It retains a healthy weight. It can also lift your mood, puts a smile on your face and improves your physical and mental health and wellbeing.

According to the Mental Health Foundation, physical activity can be as effective as medication and counselling.

Research shows that keeping physically active can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%.

Asthma has significantly increased amongst young people and adults in recent decades and traffic pollution has been shown to have a strong link to this. By choosing sustainable transport options we can all do our part to clean up the air in our villages.

Physically active people have a 33-50% lower risk of developing type II diabetes compared to inactive people.

By being physically active, you can reduce the risk of breast, bowel and womb cancer. Cancer Research UK says that keeping active could help to prevent more than 3,000 cases of cancer in the UK every year.

The British Chiropractic Association specifically identified shorter car journeys as placing the back under immense strain.

Driving to a desk job means prolonged hours of physical inactivity negatively affecting posture and circulation.

### **What can I do about that?**

Make a start!

You can improve your health with 30 minutes of quick walking every day – about 2 miles. Walking can help you feel better physically and mentally. You can take a leisure walk with family and friends after a meal. Cholsey is great place for these types of walks.

If you normally take public transport, you can sometimes fit walking into your schedule by getting off one stop before your destination. If you drive, you could choose to park some distance away so that you can walk the rest of the way.

### **Cycling?**

- Cycling at a leisure pace makes you burn calories at the same rate as very quick walking.
- Just three hours of cycling per week may reduce the risk of heart disease and stroke by half.
- Experts believe that after just a few weeks of regular cycling, you will be healthier and enjoy a greater sense of well-being.

Research shows adults who cycle regularly have fitness levels of someone up to 10 years younger.

### **Which aspects of transport are most important to me?**

Psychologist Abraham Maslow suggested in 1943 that we all have a hierarchy of needs that motivate us. Once we have satisfied the need at the bottom of the triangle the next one up becomes more appealing. All the way up to the top.



If we are locked out of our home then getting the front door open is our primary need. Once we are in, our new need is to get warm and dry. Then we would like some supper and a cup of tea. Then perhaps we want to read a good book or to play some relaxing music, and so on.

Can this be adapted to our transport and associated needs?

A suggested guide to help clarify your thoughts:

1. Level 1: Primary needs that are vital to our comfortable survival. For example travel to earn an income or to school; shopping for food, breathing clean air, to travel sheltered from adverse weather. General health, mental health and wellness.

2. Level 2: Secondary needs of safety and security of travel. Safety against accidents and injury. Control of when and where we travel. Travel to GP, dentist, optician or hospital.
3. Level 3: Tertiary social needs. Travel to family, friendships, and social or community groups. Holidays. Personal needs to accomplish things in life; see new places; go to cinema or theatre; to play sports; attend hobby clubs. Take part in activities for fulfilling personal potential.

Each person could consider the importance of these 3 items (Survival, Safety, Social needs) according to their personal circumstances. So the first Level that cannot be met becomes the most important to that person.

For example, a person who works locally can meet their Level 1 needs by walking if they do not own a car. However travel to a distant hospital is another matter and Level 2 is not met, so becomes the most important to that person. If Level 2 is not met then Level 3 is not met either.

Someone who is well paid and owns a car can often readily meet Levels 1 to 3 so their transport needs are met in normal circumstances. But what is the situation if the car breaks down or they lose their job, driving licence or their good health? What about the spouse? What about their children who may be reliant on their parents to be taken to school, activities or to meet their friends? The guidance is intended to help in considering these issues.

The rating scale of the transport questionnaire for the Vison document then simplifies to deciding one of 3 point values for each issue as a unipolar survey construct which greatly reduces the effort and time taken to complete it:

**5 points - issue very important to meet my family's needs**

**3 points - important as a back-up for when circumstances change**

**0 points – issue not important**

### **So what do the residents of Cholsey wish for their future transport needs?**

The Consultation documents and the remaining sections set out some options. They cover both existing transport issues and highly disruptive issues which are recently arisen to do with climate change, changing working patterns and health as well as technological changes to the ways we live now and in the

future. Residents may have more options to add of their own and these are welcomed.



### **Droving cattle to market**

Cholsey provided a welcome overnight stay area for man and beasts, close to Wallingford Market.



### **River Thames crossing between Cholsey and Littlestoke**

The low flat ferry boat (locally called a floating bridge) awaits the corn wagons that used to cross at this point. There is also a passenger ferry moored alongside. Henry Taunt, 1890.



*Opened in 1840 as 'Wallingford Road'* by the Great Western Railway on its lines from London to Bristol and Oxford, this station was renamed 'Moulsford' in 1866. It closed in 1892 when it was replaced by the current station at Cholsey (which until the early 1950s was called 'Cholsey and Moulsford').



*Cholsey -Wallingford branch train in 1959*

*“Because, you see, if the man were an invention—a fabrication—how much easier to make him disappear!”*

*Agatha Christie, Murder on the Orient Express (1934)*



***Cholsey railway station today***

## **The Cholsey Area**

Cholsey is a large and ancient village in South Oxfordshire with a population of around 3,000. It is located 13 miles (21km) south of Oxford, 6 miles (6km) east of Didcot and 14 miles (22km) northwest of Reading and bordered by both the Wessex Downs and Chiltern Hills Areas of Outstanding Natural Beauty (AONB). The River Thames forms the eastern border of the village.

There is a small concentration of shops and services within the village centre and Papist Way. Cholsey Meadows on the eastern side of the A329 Reading Road of Cholsey has a café, hairdressers and community hall. There are surrounding farmlands, some with attached businesses, but no significant industrial employment areas.

The village is relatively flat, self-contained, and is composed of two compact areas (the older village and Fair Mile, or Cholsey Meadows) unfortunately split by the heavily trafficked A329, Reading Road. The term village used in the text otherwise refers to the whole of Cholsey. The historic market town of Wallingford is to the North.

**Cholsey has a main line railway station and links to heritage Wallingford-Cholsey railway.** Cholsey station is accessible by bus and has 61 car parking spaces. Cholsey Station is on the main Oxford to Reading line with trains in both directions every 30 minutes pre-Covid 19. Services are currently reduced.

Cholsey has two primary schools, Cholsey Primary and the Tree House, but no secondary schools

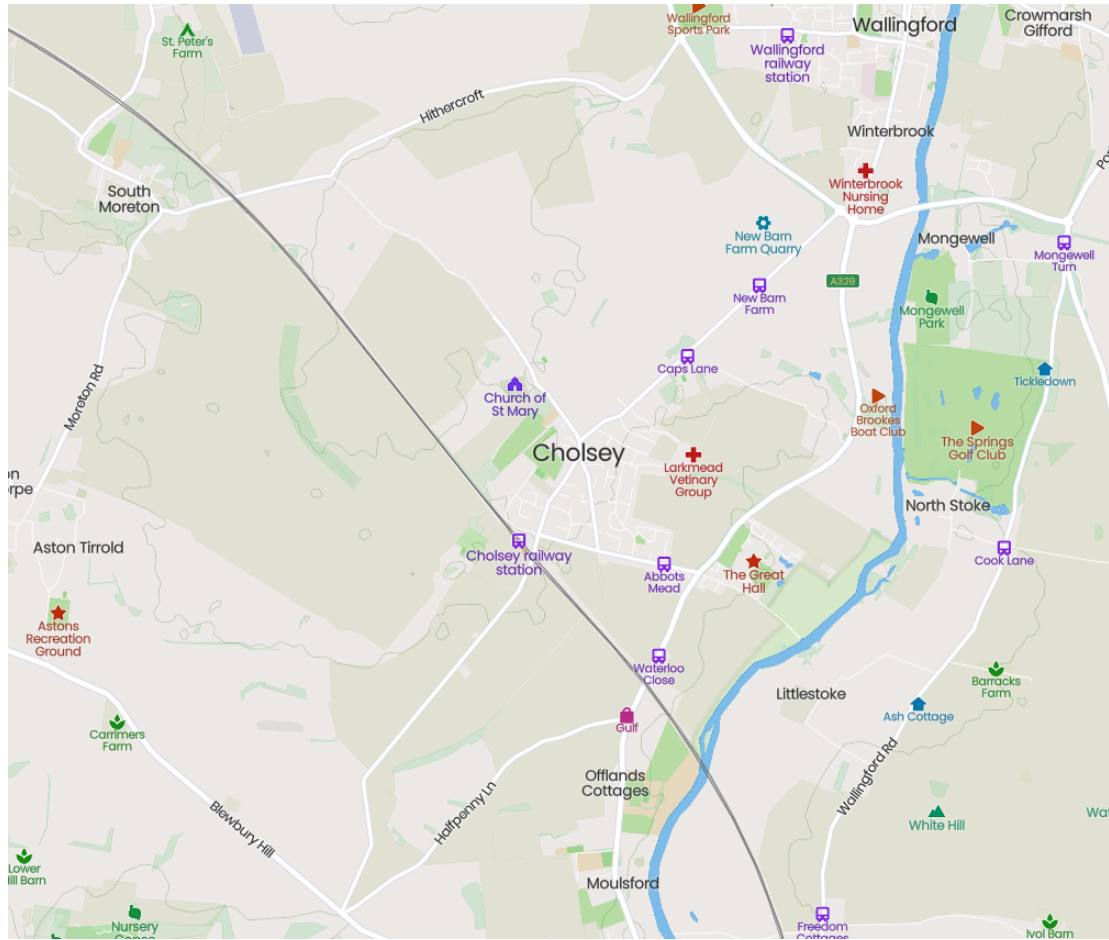
Cholsey does not have a health centre, GP surgery or dentist. Wallingford Medical Centre is used by many Cholsey residents but has now temporarily closed to new patients. Families moving into Cholsey will at present need to travel some distance to find any medical services. They will be in competition with the increased numbers from the new housing developments in Cholsey and Wallingford. Thames Valley Air Ambulance can be anywhere within Berkshire, Buckinghamshire and Oxfordshire within 15 minutes. The entirely voluntarily funded service brings the expertise, equipment and treatment of a hospital to the most critically ill and injured patients. Cholsey has two defibrillator points.

Sports (Football, Cricket, Tennis, Table Tennis, Bowls and Golf etc) and leisure facilities (Allotments, Concert Band, Silver Band, WI, Day Centre, Community Choir, Horticultural Society, Walking Group, Pilates etc) are located either in Cholsey or shared with Wallingford and surrounding villages.

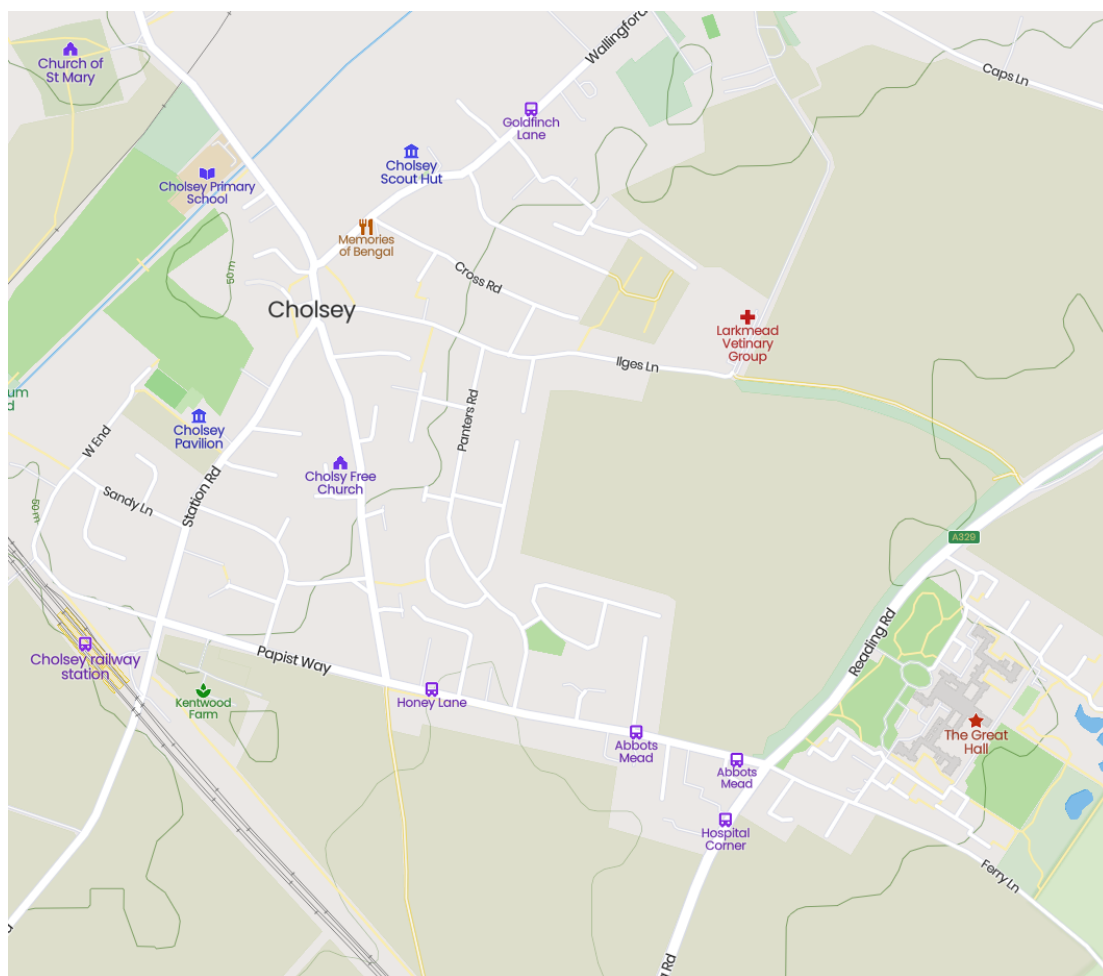
South Oxfordshire District Council is allocating / homes in Cholsey during the Local Development Framework.

Some 200 new homes are agreed for housing.

Whatever is agreed, the transport impact of the development will need to be investigated and, if appropriate, mitigated against.



***Cholsey and surrounding areas***



**Central Cholsey**

# 3. VISION AND AIMS

## Why produce a Cholsey Transport Plan?

The main purpose of producing a separate Transport Plan document for Cholsey is to build upon the approved Cholsey Neighbourhood Plan so that it will allow the Cholsey Transport Plan to focus on specific future transport policies for Cholsey, with summaries of necessary evidence (placed as appendices). Transport cuts across many interrelated topics.

A Transport Plan can set out the community's overall vision for the area and should include overall aims for its future development. These can relate to a wide range of planning and regeneration matters - social, economic and environmental. The vision and aims of the plan can then be translated into detailed policies, guidance and proposals later in the plan.

The Cholsey Neighbourhood Plan (CNP 2018) was approved in 2018. The Cholsey Environmental Champions (CHEC) has set up a Transport sub-group. The group has Cholsey residents, a mission statement, meets regularly and reports to the Parish Council.

Since the Cholsey Neighbourhood Plan (CNP 2018) was voted upon, a relatively alarming number of changes have affected all of us and will likely do so into the future. Transport is at the start of a major revolution in what it delivers to people.

A Covid 19 pandemic is with us that has accelerated moves to home working and increased home deliveries, changes to home working, restrictions on local and foreign travel etc. UK has left the EU, climate change has caused major fires, floods and drought throughout the world, COP26 (UN Climate Change Conference of the Parties) has agreed major changes to how we tackle climate change.

Transport is responsible for the largest proportion of greenhouse gas emissions in Oxfordshire (36%). Therefore, there is an urgent need to decarbonise all

forms of transport in the county. However, relying on zero-emission vehicles alone will not be enough. We must also increase the share of trips taken by walking, cycling, public and shared transport.

The improved carbon trading arrangements should increase the amounts of money available for restoring forestation and wetlands. Cholsey has areas susceptible to flooding and flood events may well increase in frequency and severity.

Government measures to decarbonise (reduce greenhouse gases) and rapidly increase the number of electricity and hydrogen powered vehicles and their associated charging stations are well advanced.

The Cholsey Transport Plan is required to reflect these major changes to policy and funding and account for new priorities such as decarbonisation. The plan also represents an opportunity to adopt and implement a new way of thinking which considers people first and seeks to create healthy places, whilst improving biodiversity and air quality.

Oxfordshire County Council in October 2021 produced their Local Transport and Connectivity Plan. This plan makes major changes to the vision of transport in Oxfordshire. Where Cholsey's transport needs align with that plan then it will be beneficial to be in accordance. South Oxfordshire County Council has also produced their plan, Local Plan 2035 which was adopted on 10 December 2020.

A more ambitious transport strategy is needed if we are to support our aspirations for economic growth, delivery of a zero-carbon transport system by 2040 and improved health and wellbeing in Cholsey.

The Government is providing very large amounts of funding for such schemes.

Former Olympic cycling champion Chris Boardman has been appointed Head of Active Travel England, ATE. Councils will be inspected and rated, Ofsted-style, by ATE for how well they make space for cycling and walking. Annual reports will be published ranking Councils on their performance

ATE will distribute over £2 billion of funding for cycling and walking schemes and oversee designs. ATE will be a statutory consultee on any large planning application, making sure large developments consider how people will access them on foot and by cycle, and not just by car.

As well as cycle paths on main roads, ATE will set out standards for schemes intended to reverse the increasing dominance of motor traffic on smaller roads, where navigation apps have led to an increase in rat running.

The Government announced in 2021 that £3 billion would be spent on “new funding to level up buses across England towards London standards”. It is possible that this will shrink to £1.4 billion and be spread over the next 3 years. Local Transport Authority funding bids are likely to exceed £9 billion in order to fulfil the Government’s aim.

Cholsey has the opportunity to take the lead in transport innovation delivery for the more rural parts of the County. To do that it should be ready with several schemes, backed by Cholsey residents that it can put to South Oxford District Council for early approval and implementation.

Inactivity is the fourth largest cause of disease and disability, and directly contributes to one in six deaths in the UK. This makes it as dangerous as smoking.

In Oxfordshire, 72.5% of adults meet physical activity recommendations, higher than the national average. Despite this, 3 out of 10 adults are still not meeting the recommendations. There are also significant variations across the county.

In Oxfordshire 52.4% of children meet the 60 minute per day recommendation compared to 46.8% nationally. However, this figure is still only just over 50% and means approximately 42,100 children are not getting enough physical activity.

In children, regular physical activity is associated with improved learning and attainment, better mental health and cardiovascular fitness. It also reduces sickness absence and can reduce crime and anti-social behaviour.

In adults, there is strong evidence to demonstrate that physical activity can help to protect from a range of chronic conditions including coronary heart disease, obesity, type 2 diabetes, Alzheimer's and social isolation. Physical activity has also been shown to improve mental health. Those who walk for more than 8.6 minutes per day are 33% more likely to report better mental health.

We have to reduce the need to travel and discourage unnecessary individual private vehicle use. We plan to do this by making walking, cycling, public and shared transport the natural first choice. The policies in this document set out how we will make these modes more attractive and create a balanced transport system for Cholsey. This document will help improve the health and wellbeing of Cholsey residents and make Cholsey an even better place to live. It will also help to protect our environment for future generations.

For Transport and Road Safety, respondents to the CNP agreed by large majorities that all locations identified had speeding concerns. The following locations elicited the most responses:

Wallingford Road: 82% (of 292 respondents) agreed speeding was a problem

Station Road: 76% (of 282 respondents) agreed speeding was a problem

Church Road: 73% (of 278 respondents) agreed speeding was a problem.

For parking issues, the top three areas requiring mitigation measures:

More parking spaces at Cholsey station: 64% (211 out of 330 respondents)

Off-road parking spaces in Church Road: 63% (209 out of 330)

Disabled spaces at Cholsey station: 45% (149 out of 330)

To improve pedestrian safety, the top three solutions: -

Better maintenance of pavements/hedges: 75% (241 out of 322 respondents)

Pedestrian crossing by the Forty: 61% (195 out of 322)

Upgrade pedestrian crossing on Reading Road: 56% (180 out of 322)

Bus usage:

45% of respondents (147 out of 330) never use the bus service 33% of respondents (110 out of 330) use the bus service occasionally.

Engagement with stakeholders and the residents of Cholsey will be crucial. We thank everyone who comments on the vision and welcome feedback on this document so that we can ensure it reflects the needs of people in Cholsey. Working together we can deliver the plan and provide an even better Cholsey for all.

## **What is the transport vision?**

The vision outlines a clear long-term ambition for transport improvements in the village and underpins the policies in the Cholsey Transport Plan.

The Oxfordshire County Council Local Transport Plan vision is for a zero-carbon Oxfordshire transport system that enables all parts of the county to thrive.

It is recognised that concerns over road safety can diminish the quality of life of residents and deter walking and cycling. This has been highlighted in the National Travel Survey where road safety was cited by 24% of respondents as to why they do not cycle more and too much traffic was also cited by 16% of respondents.

As part of the Oxfordshire transport system it will enable the county to be one of the world's leading innovation economies, whilst supporting clean growth, tackling inequality and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education.

Our plan sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice."

## **What are the challenges the Cholsey Transport Plan needs to address?**

In order to create an effective plan and deliver our vision it is important to first identify the key transport challenges. The challenges identified are:

- Decarbonisation - Delivering a zero-carbon transport system is a critical part of contributing to UK targets and addressing climate change.
- The private car - A 36% increase in car vehicle miles since 1993 is having negative impacts on human health and the environment.
- Future growth - Proposals for many new jobs and homes in the local area will have a significant impact on our transport network.
- Connectivity - There is a need to improve connectivity by all transport modes and also other forms of connectivity such as digital.
- Wider challenges - Transport is also critical to addressing wider challenges, notably public health, inequalities, air quality, and safety.

## What are the Cholsey Transport Plan targets?

In order to monitor delivery of the vision we have identified a set of headline targets.

By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Cholsey

By 2040 our targets are to:

- Deliver a zero-carbon transport network
- Replace or remove 1 out of every 3 current car trips in Cholsey

By 2050 our target is to:

- Deliver a transport network that contributes to a climate positive future

The first supporting targets have been developed for cycling as part of the OCC Active and Healthy Travel Strategy (AHTS). These targets are summarised below with further detail available in the AHTS. Additional supporting strategies and targets will be developed over the next year.

- **County-wide cycling target:** By 2031 our target is to increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week.

- **Town and district cycle targets:** Targets and monitoring will be set in support of the county-wide target. Interim targets are to increase the number of cycle trips per week from 75,000 to 150,000 in South Oxfordshire (interim target).

## Transport user hierarchy

A transport user hierarchy makes it clear that in order to deliver our vision a new approach is required that prioritises walking and cycling, in conjunction with sustainable public transport for longer journeys. The transport user hierarchy puts this into practice.

The hierarchy clearly outlines the order in which we will consider different modes of transport in policy development and scheme design. It identifies that our priority is to enable and encourage walking, cycling, public and shared transport use.

1. Walking, including running and mobility aids (highest priority)
2. Cycling and Riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)
3. Public Transport (bus, scheduled coach and rail)
4. Shared Vehicles (taxis, car clubs and carpooling)
5. Motorcycles
6. Other Motorised Modes (lowest priority)

The hierarchy recognises that private cars will still play a role in Cholsey's future transport. It does not mean that every future scheme will be in relation to walking, cycling or public transport. Instead, it recognises that many existing roads have been designed around the private car which can create environments that are not welcoming for people and do not support a variety of travel modes.

It will deliver a more balanced and effective transport network that provides for a greater range of travel modes and accessibility needs. This will enable all residents to have more choice and easier interchange between sustainable modes, making every day journeys more convenient.

It is therefore important that future schemes consider other modes of travel first to help reduce the private car's dominance and develop a more balanced transport system. It will also ensure that we consider human health and well-being first, creating attractive environments for people to walk, cycle and spend time in. Encouraging people to walk and cycle improves air quality, reduces noise and delivers the benefits related to physical activity.

We also recognise that different modes will be more appropriate in certain locations.

## What sort of solutions could be on offer?

1. Reduce personal car use to the minimum. Car share, bulk taxi fares.
2. Use the bus and train more. More frequent services; family tickets. More bus routes. Disabled access to Cholsey Station. Shared drive parking. Commuter services reintroduced to Cholsey-Wallingford railway
3. Audit transport facilities for older people, disabled people, non-car drivers, Blue Badge scheme users and make necessary improvements.
4. Walk more. Repair all pavements in poor condition within Cholsey. Provide more zebra type crossings
5. Walking /cycle buses for schoolchildren. School Streets are similar but involve temporary road closures.
6. Provide Quality Pedestrian Corridors (QPCs) which aim to provide continuous level footways. Provide ramps at each junction, with anti-slip tactile paving strips, for blind people, mobility scooters and prams.
7. Take up cycling. Cycle renting. Provide cycle racks.
8. *OCC Greenways* - Many Public Rights of Way (PRoW) in Oxfordshire are in our rural areas. Developing these into high quality multi-user routes will help to improve walking and cycling routes in rural areas. They allow wild life corridors as well. A whole network could evolve similar to how the county wide coastal path walks developed.
9. Improve walking and cycling connectivity within Cholsey and between local villages and Wallingford. Provide rest and rain shelters at half mile intervals
10. Develop 20-minute neighbourhoods ensuring there are relevant services within residents' local areas to walk or cycle to. By providing residents with relevant goods and services within a 20 minute walk

11. Improve road safety. 20 mph limits; new zebra crossings. Cycle safety training schemes. Continue to replace sodium street lights with LED. Safety information for using unlit rural roads.
12. Works to reduce road flooding
13. Provide click and collect facilities, drone pads, for Internet shopping
14. Provide social meeting and business spaces for home workers to escape to.
15. Provide guidance on electric vehicle charging points.
16. Trial e-scooters.

## **Shelters**

Walking and cycling can be discouraging in wet weather periods. Older people and those with medical conditions may not wish to walk too far without rest and shelter facilities.

Perhaps rustic style shelters could be provided at each half mile stage along the route with some sort of toilet facility at each mile stage. The shelters could seat 4 and have room for 4 people standing. Possibly paper towels could be provided to wipe down wet cycle seats and some drinking water also be available. Emergency contact and medical equipment could be considered.



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## **Village shelter, Bedfordshire**

### **So what do the residents of Cholsey wish for their future transport needs?**

The Consultation documents suggest some options. Again, they cover both existing transport and wellbeing issues and highly disruptive issues which are recently arisen to do with climate change, changing working patterns, health as well as technological changes to the ways we live now and in the future. It is emphasised that residents may have more options to add of their own and their comments are welcomed.

## 4. Cholsey Transport Vision at a Glance

The **Cholsey Transport Plan** (CTP) outlines a clear vision to deliver a zero-carbon Cholsey transport system that enables the village to thrive whilst protecting the environment and making Cholsey an even better place to live for all residents.

We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice. The policies included in the CTP are the tools that we believe are necessary to achieve this

## What do residents believe to be the important transport issues to provide or improve?

Residents are respectfully asked to score the following transport improvements on a scale

**5 points - issue very important to meet my family's needs**

**3 points - important as a back-up for when circumstances change**

**0 points – issue not important**

### 1. Car use

Issue	Score
Ability to reduce personal car use	
Use a Car Share scheme	
Use a Cholsey Community Transport Service	
Cholsey taxi rank provision	

### 2. Buses

Issue	Score
Ability to use bus more	
Use more if reduced bus fares	
Value a Cholsey Annual Family Bus Pass scheme	
Want more bus travel destinations	
Want Hail and Ride buses	
Minimum bus service frequency needed	
Need better bus information	
Need earlier and later buses	
Better provision for disabled passengers	

### 3. Road Safety

Issue	Score
Night time road safety guidance	
Cholsey to become a 20 mph zone	
Speed enforcement, Wallingford and Reading Roads	
Flood reduction	
Improve safety at Cholsey School	
Introduce Controlled Parking	

## 4. Railways

Issue	Score
Ability to use train more	
Use more if reduced train fares	
Value a Cholsey Annual Family Train and Bus Pass scheme	
Commuter services using Wallingford-Cholsey railway	
Use rent your drive parking scheme near Cholsey Station	
Minimum train service frequency needed	
Need better train information	
Need earlier and later trains	
Better provision for disabled passengers	

## 5. Village Walking, Wheel Chair and Mobility Scooters

Issue	Score
Maintenance Audit for improving whole of Cholsey pavement provision	
Walk more if Quality Pedestrian Corridors (QPCs) provided	
Value a Cholsey Annual Family Train and Bus Pass scheme	
Whole of Cholsey audit of pavement provision for elderly and disabled	
Dropped kerbs at pavement junction for blind, prams and mobility scooters	
Safe pedestrian/cycling crossings at A329	
Safe pedestrian/cycling crossings at Forty area	
Develop 20 Minute Neighbourhoods – most services within a 20 minute walk	
Walking Bus/Street to schools – (road closed during school travel times)	

## 6. Cycling, Cycleways, Greenways, Footpaths, Thames

Issue	Score
Ability to take up or increase cycling	
Ensure cycle safety instructions for children	
Better access to cycle hire, repair and maintenance services	
Provide more, secure cycle racks	
Improve Cholsey Wallingford Foot/ Cycle Lane along Wallingford Road	
Provide Cholsey Wallingford Foot/ Cycle Lane along Reading Road	
Provide Fair Mile Foot/ Cycle Lane to Cholsey School via Ilges Lane	
Provide Cholsey Wallingford Foot/ Cycle Lane alongside Bunk Line	
Greenways (people and wildlife corridors) to connect nearby villages	
Shelters on foot/cyclist/equestrian routes	
Improve footpaths that get too muddy or are flooded	
Ferry provision to connect to Little Stoke side	
Road and parking improvements for a Designated Bathing Area at Ferry lane	
Safety information to protect equestrians	

## 7. Electric Vehicles, Deliveries

Issue	Score
Electric vehicle charging information	
E-Scooter trials	
Click and collect delivery facilities	
Drone delivery pad location	
Cargo bike delivery service	

**Please add any comments or other ideas you may have below:**

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<b>Name:</b>	
<b>Address:</b>	
<b>Email:</b>	

**Completed forms should be returned any time before 7 May 2022 to the Pavilion Post Box in an envelope marked Transport Plan Survey Returns.**