

# TRANSPORT PLAN FOR CHOLSEY

## FINAL DRAFT 26 February 2022

### ***CONSULTATION DOCUMENT***

CHOLSEY PARISH COUNCIL



**Church of St Mary**

### **FORWARD**

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 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, we recognise that with a significant number of older people wishing to downsize and younger people eager to find new homes there is a need for more housing locally. This plan seeks to help meet those aspirations 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.



### **Droving cattle to market**

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

*“It is an hour of time,  
An hour of road,  
Flesh is its goad,  
Yet, in the sorrowing lands,  
Women and men take hands.”*

*“You are the link which binds us each to each.  
Passion, or too much thought, alone can end  
Beauty, the ghost, the spirit's common speech,  
Which man's red longing left us for our friend.”*

### **LOLLINGDON DOWNS AND OTHER POEMS**

**John Masefield (1917)**



### **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. Photographed in 1890 by Henry Taunt.





*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

An overview of the neighbourhood area will provide a useful context for the policies of the Cholsey Transport Plan. This may include the context of the wider area and key evidence (social, economic and environmental data).

Cholsey is a large and ancient village in South Oxfordshire. The 2011 Census recorded Cholsey's parish population as 3,457. 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. Adjacent to the Thames is the Cholsey Marshes nature reserve.

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 remarkably active community of volunteers and selfless organisers of a wide range of welcome activities supporting the whole community. It has a Community Pavilion and a Community Library.

In fill and edge housing developments have been built over a number of years.

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.

The single 136 bus service operates broadly half-hourly Monday to Friday, and hourly on Saturday, linking the village with Wallingford town centre and Henley-on-Thames, via Benson. However, there is a limited service (four journeys per day) on Sundays to Wallingford, Benson and a guaranteed connection onto the 139B through bus to Henley-on-Thames. The 136 service operates in a one-way loop through Cholsey (inbound via Reading Road and Cholsey Station, outbound via Wallingford Road) whereby residents are generally served in one direction only.

This was necessary to make development acceptable in planning terms, Public Transport provision is required to offer a realistic alternative to the car. New residents would preferably benefit from increased frequency of journey, reduced waiting time, additional seats and an overall more attractive public transport option for travel to work, in line with the Oxfordshire County Council's strategy of promoting alternatives to car travel on the County's congested highway network. However, as a bare minimum, the continuation of the existing largely developer-funded provision should be secured for a further period given the absence of any other public transport to Cholsey by bus. A bus service contribution is essential to adhere to the principle of 'presumption in favour of sustainable development' at the heart of the National Planning Policy Framework. This principle is enhanced in paragraphs 29 to 41 of the Framework in terms of promoting sustainable transport.

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. Only 55 per cent of rural households compared to 97 per cent of urban households are within 8km of a hospital. Travelling to other areas for these services generates a large number of otherwise unnecessary road trips, often by car. These longer distances mean that rural residents can experience 'distance decay' where there is decreasing rate of service use with increasing distance from the source of health care. The lack of provision of such services contradicts the requirements of the Oxfordshire County Council's 20 minute Neighbourhood Policy 17( "By providing residents with relevant goods and services within a 20 minute walk they are more likely to walk or cycle")

contained in their Local Transport and Connectivity Plan.

Age UK has found that cuts to bus services had made it more difficult for older people in particular to access their doctor's surgery and to get to hospital appointments; and that getting to hospital appointments by bus can require several changes. Access to mental health services varies from area to area, and there is little statistical or other information about rural areas specifically, making it hard to assess access issues to these services. Health service provision policy tends to be dominated by what is suitable for larger towns.

Cholsey does have 3 defibrillators, located in Papist Way telephone kiosk; Tesco's outside wall, and inside the Pavilion, but no district nurse, community first responder and no register of and readily available St John's Ambulance trained first aiders. Oxfordshire Clinical Commissioning Group (OCCG) have a duty to state how they will provide for such needs under the 2010 Localism Act and the Referendum result of the clear local demand recorded by the Cholsey Neighbourhood Plan

consultation. 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. The average patient list size for a GP practice has risen to 9,007. On population alone, Cholsey is entitled to the provision of a satellite service of at least 40% of a full GP practice. With 2.8 doctors per 1,000 people, compared with an average of 3.5 doctors across the OECD, the UK shortage is second only to Poland. Such services should be within 20 minutes walking time, as discussed further below.

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.

Meanwhile, can we make better use of existing rural networks and meeting points like post offices, pharmacies and village halls to deliver support services such as signposting to health and care services, welfare benefits, smoking cessation and mental and sexual health services?

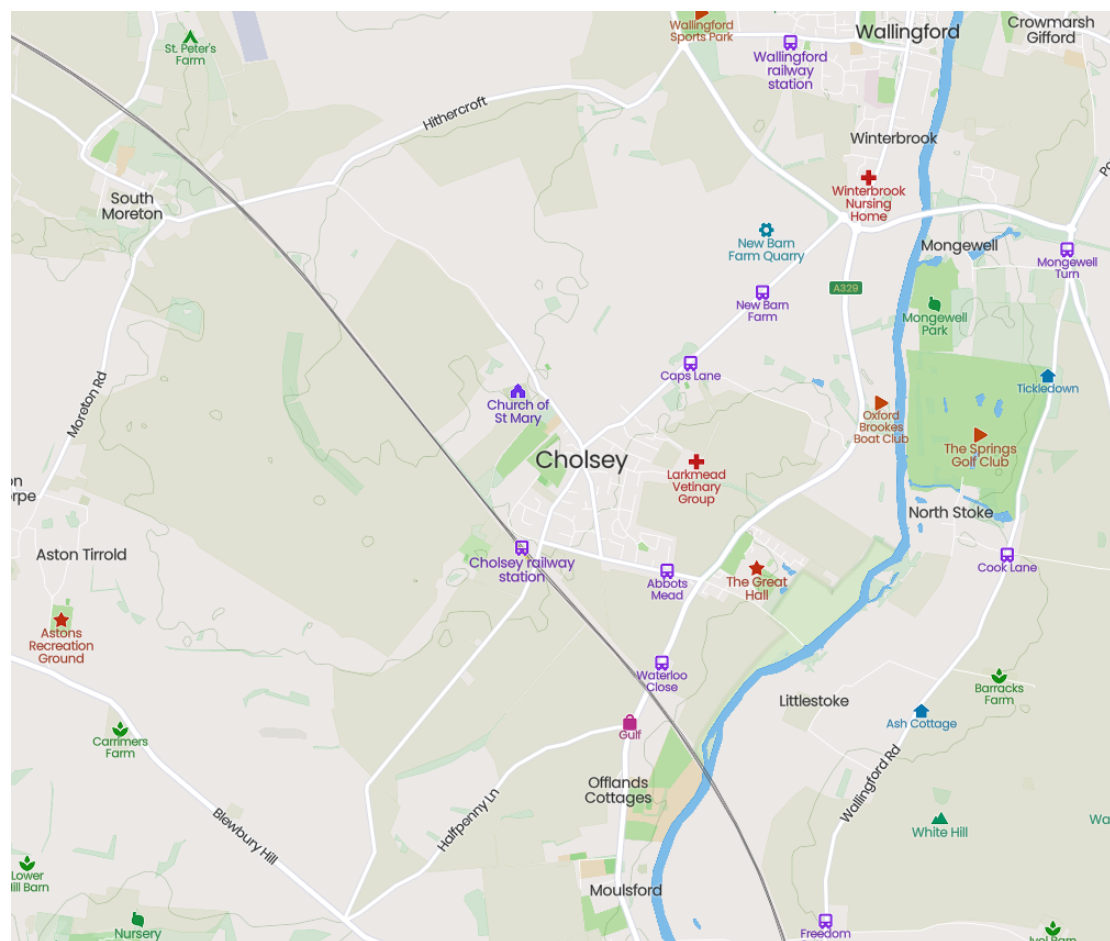
Can we reduce the need to travel by using outreach, mobile services, more localised delivery and telehealth techniques?

<https://www.local.gov.uk/sites/default/files/documents/1.39 Health%20in%20rural%20areas WEB.pdf>

Cholsey supports sports (Football, Cricket, Tennis, Table Tennis, Bowls and Golf etc.) and many leisure facilities (Library, Allotments, Day Centre, Concert Band, Silver Band, WI, Youth Club, Guides, Scouts, Repair Café, Community Choir, Horticultural Society, Walking Group, Pilates etc.) are located either in Cholsey or shared with Wallingford and surrounding villages.

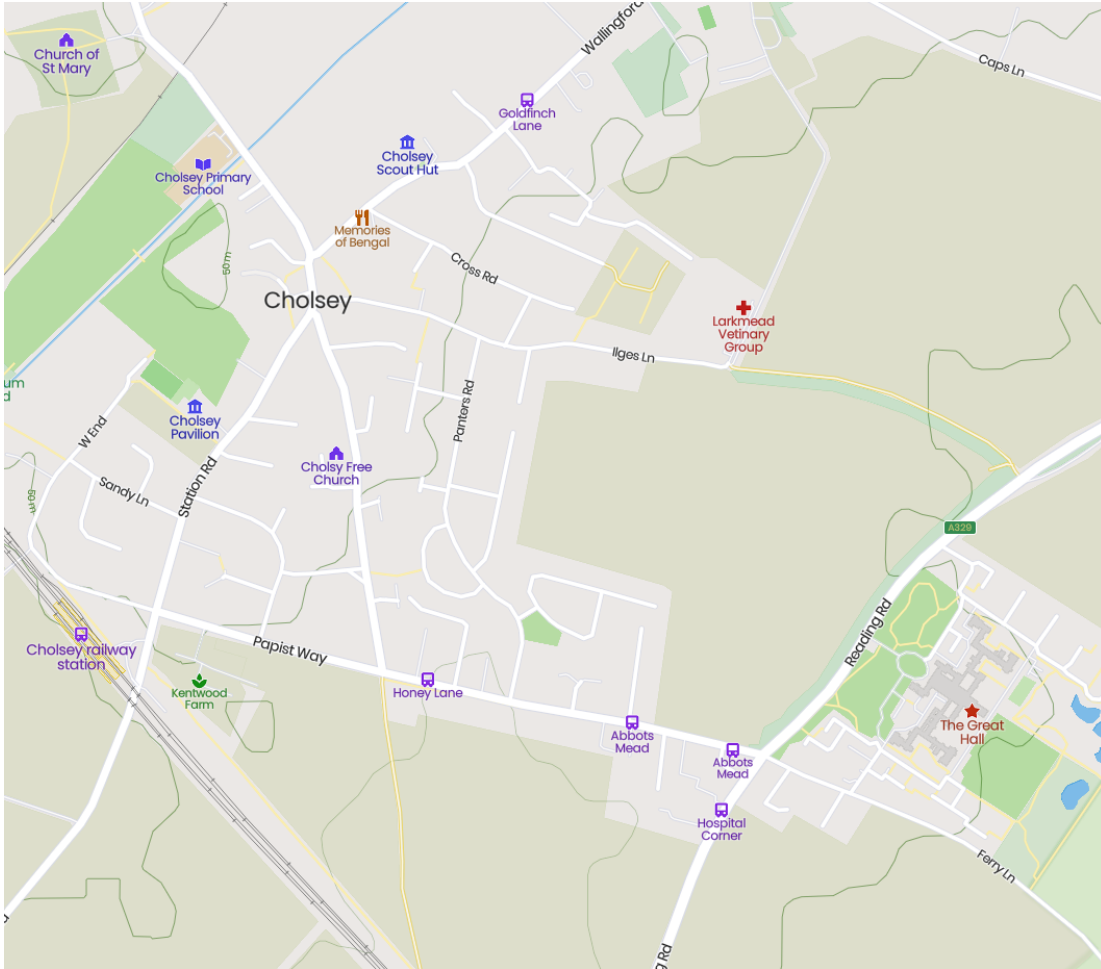
South Oxfordshire District Council is allocating / homes in Cholsey during the Local Development Framework. Some 200 new homes are agreed for housing.

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



**Cholsey and surrounding areas**





**Central Cholsey**

## Rural transport in general

- On average, people living in the most rural areas travel 45% further per year than those in England as a whole and 53% further than those living in urban areas. Cholsey has a very high percentage of journeys to work and school in excess of 25km.
- A greater percentage of total annual mileage was made using a car in the most rural areas (58%) than in urban areas (49%). People living in villages and dispersed areas travel 10,000 miles per year on average, compared to 6,400 miles per year in urban areas.
- In 2009, 42% of households in the most rural areas had a regular bus service close by, compared to 96% of urban households.

ACRE (Action with Communities in Rural England) reports that affordable transport solutions for rural communities have never been more essential. Rural areas have experienced a considerable reduction in facilities, such as hospitals, health centres, post offices and libraries, due to cuts in funding and an agenda to centralise services.



With ongoing cuts to local bus services, people are forced to increasingly rely on alternative transport solutions - often car-based. For those lacking their own transport, including the young, the elderly, and those with mobility issues, access to services and facilities is a very real challenge. These are often the least able to afford high costs of public transport and research shows that, on average, people on lower incomes in rural areas pay a higher proportion of their income on travel costs. There is a very clear need to develop and improve both public and community transport schemes; ACRE believes this should be the focus for long-term, sustainable travel solutions.



The [ACRE Network](#) and local transport providers have worked in partnership for many years to develop tried and tested solutions for individual communities, including demand responsive buses, community mini-buses, car-based taxis, 'good neighbour' schemes and even community rail partnerships.

ACRE members across the country work with Rural Transport Partnerships, where they exist, and where they don't; they take on the challenge of working with other stakeholders to maintain the focus on rural transport needs and solutions.

ACRE 2014 [Transport Policy Position Paper](#).

[July 2013 - Transport Select Committee Call for Evidence on Isolated Passenger Transport](#)  
[Oxfordshire Rural Transport Advice](#)

## Transport within Cholsey

The A329 Reading Road to the east of Cholsey village partially relieves Cholsey centre of through-traffic.

In 2006 South Oxfordshire District Council (SODC) declared an Air Quality Management Area (AQMA) within Cholsey. Traffic has been identified as the main cause of the air pollution.

### Walking & Pedestrian Environment

***Policy WAI - Oxfordshire County Council will improve facilities for all pedestrians, including disabled people, in Cholsey by developing clear walking routes from residential areas to the village centres and other key services and facilities around the village and by providing improved connections with public rights of way.***

The pedestrian environment within Cholsey village centre is poor compared to the attractive setting and remaining historic buildings of the town. Fair Mile can only be accessed by pedestrians crossing the busy A329 Reading Road. This is a disincentive for allowing children to walk or cycle to the local schools. Similarly it is a severe disadvantage for those who are blind, deaf or mobility impaired. There are no light controlled crossings provided. No pedestrian crossings are provided in the village centre where a double roundabout guides traffic from four roadways.

The village centre street pattern means that there is a conflict for space between pedestrian footways, road space and junctions. The area around the village centre is particularly poor and in parts the footways are very narrow or non-existent. The Forty has some public space, where public events take place. The Wallingford Road has a series of traffic calming speed tables and warning message systems within the 30 mph zone.

There are no adequate signs from the village centre to St Mary's Church (where Agatha Christies is buried) the River Thames or Thames path.

Maintaining and improving links where public rights of way meet urban footways and highways could help to enable more people' both local and visitors, to feel confident in using alternatives to the private car for local journeys and recreation.

When resources or opportunities allow, the policy could be achieved by:



- conducting an audit of footways which will identify improvement schemes by creating formal walking routes to key facilities from residential areas, and between key facilities providing signage and improved crossing points. It will also identify where footways can be improved through widening and providing dropped kerbs;
- conducting a study into options to improve the pedestrian environment in the whole of Cholsey;
- providing a clear pedestrian route between the Thames Path and the village centre;
- improving signage and links to rural rights of way footpaths and bridleways, to ensure that urban and rural footways are well linked; and
- publicising and promoting walking routes from residential areas to key services and facilities by producing maps and route planners.

In places, narrow and poorly maintained footways inhibit walking and a high quantity of on-street parking inhibits cycling. The surfaces are often a patchwork of individual repairs. There are areas of ponding in wet weather which can turn to patches of ice in freezing weather conditions. The street lighting, in parts, is very dim and insufficient to see the pavement walking surface at night. Particularly, where the footways are narrow the dropped kerb ramps to house driveways are excessively steep making walking uncomfortable and mobility scooters less stable. There are no tactile pavings for the blind, and no dedicated access ramps at junctions for mobility scooters. There are no traffic light controlled crossings.

There is a good range of public rights of way that connect Cholsey to the surrounding countryside. However the network is disjointed in many places where paths meet the road network. Selected improved management, road crossings and traffic-free links could help enable more people to access the countryside. There is a Walking Group (SAS) Cholsey.

Local groups such as CHEC Cholsey Environment Champions and their Transport Group are committed to making Cholsey more environmentally sustainable and for transport by improving walking and cycling routes, both within Cholsey, and facilities for cyclists to cycle further afield such as Wallingford.

## Cycling

***Policy WA2 - Oxfordshire County Council will develop and publicise new cycle routes and ensure that the best cycle links from residential areas to local services, schools, employment areas and the village centres and provide a suitable number of good quality cycle stands at the key destinations and appropriate infrastructure where required along the routes.***

There are limited cycle routes and infrastructure, particularly within the village centres but also to access key local facilities from residential areas. Cycle parking at key destinations within the village is also limited in some areas.

Publicity (signs & maps) of cycle routes from residential areas to local services, schools, employment areas and the village centre is limited to internet searches.

The quantity of on-street parking also inhibits cycling, and is a safety concern in some parts of the village. Of particular concern is all day parking close to Cholsey Railway Station. There are now well supported websites available for residents to privately rent spare parking spaces at their homes, which could ease the situation locally.

There are a number of unclassified tracks and paths available for walking and cycling within the countryside around Cholsey. However, these are not well publicised within the village. Although cyclists can use bridleways, restricted byways and byways (along with horse riders) these often do not connect safely with roads that are safe to use. The National Cycle Network route N5 (from Reading to North Wales) can be joined at Wallingford.

When resources or opportunities allow, this policy could be achieved by:

- improving facilities for cyclists by conducting an audit of existing or potential cycle ways, well-used routes and locations of cycle parking across Cholsey. This data will be used to develop schemes which will provide a high quality cycle network;
- conducting a feasibility study into options of providing cycle routes between Cholsey and the surrounding areas including Didcot, Benson, Shillingford, Goring, Reading and Oxford;
- constructing a proper width cycle route between Chosley and Wallingford;
- joining up the cycling network across the wider area using public rights of way so that routes for commuting and recreation are improved; and
- publicising and promoting cycle routes by producing cycle route maps and route planners;



## Public Transport

***Policy WA3 - Oxfordshire County Council will work with local bus companies, developers and other partners to retain existing bus services and to improve and develop the local bus network to increase the accessibility of Cholsey to/from other key locations particularly the surrounding villages.***

***Policy WA5 - Oxfordshire County Council will ensure that new developments are located and designed to encourage the bus use, with particular attention to minimising walking distances to bus stops on the strategic inter-urban routes.***

Cholsey has a main line rail station but it is not accessible to the disabled. Oxfordshire County Council intends to increase the number of services to Didcot. A heritage railway runs from Cholsey to Wallingford. Many such lines are now being brought back into public use. Network Rail is changing how it operates and making routes more responsive to local needs and cutting through red tape and bureaucracy. Their new structure enables them to be more responsive to the needs of train operators, passengers and freight users by bringing our people closer to those we serve.

### ***Five times more funding needed to 'bus back better' in rural England***

It is argued by the CPRE, the countryside charity, that the government will need to invest five times the amount it pledged In March 2021 for buses to provide everyone with 'cheap, reliable and fast' bus journeys.

The CPRE [Every village, every hour report](#) outlines how the government could reach its own ambition of delivering radically improved bus services across the country by investing £2.7 billion a year. This is five times more than the Prime Minister and Transport Secretary pledged last week when launching new funding of £3bn over five years in the National Bus Strategy.

Crispin Truman, chief executive of CPRE stated:

'Rural communities up and down the country know from painful first-hand experience the impacts of underfunding our bus services. Too many have been languishing in so-called transport deserts where those who do not have access to a car are left high and dry with no practical way to get to work, school or doctors. Public transport for rural communities has been wholly inadequate for long enough.

CPRE's report builds upon [previous research from CPRE](#) which found that over a million people in the south west and north east live in so-called 'transport deserts' or areas where the only practical form of transport is the private car. While the Transport Minister rightly stated that 'everyone deserves to have access to cheap, reliable and quick bus journeys,' CPRE analysis shows the amount invested by the government will fall woefully short of what is needed to reach every part of the country with decent public transport.

It is often overlooked that bus services provide numerous public goods and are essential for the many people across England who do not have access to a car. Improved bus services in rural areas have the potential to change lives – we know that this kind of investment will disproportionately benefit low income families, the elderly and the young. By providing an alternative to private car travel, local bus services can reduce traffic, air pollution, while boosting high street spending, employment, social mobility and equality.

<https://www.cpre.org.uk/about-us/cpre-media/five-times-more-funding-needed-to-bus-back-better/>>

The No 139 bus service provides an approximately hourly service from Cholsey to Benson via Wallingford, Monday to Saturday with a reduced service on Sundays. The loop service does not provide direct transport from Cholsey village to Fair Mile. All services are currently reduced due to the Covid 19 pandemic. The service links to Wallingford Market Place and Wallingford Community Hospital and Cholsey rail station. There are interconnecting buses available from the centre of Wallingford to Didcot, Oxford and Reading. Cholsey secondary school students have a dedicated bus service to Wallingford. There is no public transport provision to popular locations such as Lidl at the Hithercroft Industrial Estate to the north of Cholsey. An hourly service greatly deters the use of the bus service due to the extended periods of waiting around particularly in inclement weather and lack of public toilets, particularly needed by the elderly.. The bus does link Fair Mile and Cholsey Village. Private buses take Cholsey secondary school students to Wallingford.

The present service is partly paid for by contributions of Cholsey Meadows developers. This funding is coming to an end.

The majority of traffic movements within Cholsey originate from the local area. Whilst we a need to discourage through-traffic from the village centre is recognised, there is also a need for local residents to use more sustainable modes of travel, especially for trips within the village.

When resources or opportunities allow this could be achieved by:

- continuing to work with bus operators to upgrade the existing Cholsey - Wallingford bus service leg to 4 possibly smaller buses per hour at peak times and 2 buses per hour off-peak, in line with the Premium Route Strategy. Reduced fares for families traveling with children would encourage greater use of the services;
- taking any opportunities to improve integration of bus services to Cholsey Railway Station services and linking other surrounding areas, as and when these arise;
- improving quality of bus stop infrastructure and information at bus stops, by ensuring good access by buses at all times, while working with bus operators to reduce layover time;
- improving walking and cycling infrastructure to access public transport;
- promoting walking and cycling to bus stops, bus stations and railway stations;
- providing cycle stands at bus stops where appropriate; and
- providing new bus stops at any new developments.

This topic is further developed in the **Public Transport Issues** section.

### Promoting Travel Choice

***Policy WA6 - Oxfordshire County Council will, where appropriate, work with organisations and businesses to reduce the occurrence of congestion and its impact and will support suitable information provision and platforms (such as car sharing) to reduce the need to travel and inefficient car use.***

When resources or opportunities allow, improvements could be achieved by:

- working with those schools and businesses which are contributing to congestion on the local road network; and
- improving the level of information available on sustainable modes of transport;

### Traffic Management

***Policy WA7 - Oxfordshire County Council will ensure that best use is made of existing road space through careful planning, working with partners and utilising technology.***

Severe congestion occurs in Church Road by cars transporting children to the Cholsey Primary School. There are no walking bus schemes in operation so that cars may park in more convenient locations to join the walking bus. The Treehouse School encourages only walking or cycle travel.

There are no dedicated taxi ranks, the nearest being located in Wallingford. Cholsey Volunteers provide voluntary car transport for doctor's appointments and hospital visits to local residents.

Apart from the village centre and Railway Station, Cholsey has very few on or off-street car parking spaces.

When resources or opportunities allow, improvements could be achieved by:

- a 20 mph road speed limit within Cholsey
- conducting a review of signage on the entrances to the village, to ensure key destinations (such as the Community Centre, Forty, Railway Station) are signed for traffic to take the most appropriate route;
- working in conjunction with Network Rail and SODC to review and implement an improved car parking strategy for Cholsey Railway Station and its surrounds ;
- continuing to support SODC with measures to improve Air Quality within the village, and implement an Air Quality Action Plan;

- assessing how improvements can be made to better balance pedestrians, cyclists and traffic in the village, particularly at the Forty and Fair Mile plus other safety concern spots identified in this document;
- considering if further traffic calming measures would be beneficial to controlling vehicle movements

### Controlled Parking

The Government advise separate public consultation before any such plans are considered in earnest.

The Vision plan allows a place for residents to comment in general terms on this topic.

It can be very politically charged subject particularly when taking away a perceived “freedom” and if no alternatives are put in place.

There is no obvious land available to expand the Station car parking.

Shuttle buses to remote car parking spaces would not likely be viable.

We are planning to provide a footpath/cycle way to the School through the Recreation Ground.

School buses and other cycle ways would also provide an alternative to car use.

There are simple internet schemes where people can rent out their spare drive space by the day.

One example is [About Us \(yourparkingspace.co.uk\)](https://yourparkingspace.co.uk)

There is a potential issue which may arise for residents who do not have driveways to charge electric vehicles. If they use street lamppost sources then people not charging can currently block the road space to enable getting to the charger.

The Police would need to support attendance at any parking disputes.

### River Thames

The River Thames is used for leisure activities. There are boat moorings and repair facilities at Benson and the Oxford University Boat Club facilities are at Winterbrook. A marine heating engineer is based in Cholsey. The pontoon ferry from Cholsey to Littlestoke closed in the 1920s. Driverless electric ferries are already being developed in Norway and such a provision could connect Little Stoke and other river locations to Cholsey.

The ferry will carry 12 passengers and will operate like an elevator where all you have to do is press a button to summon it. Zeabuz’s zero-emission ferry was first developed by researchers at the Norwegian University of Science and Technology (NTNU) in 2018 and the 2021 launch shows Norway’s commitment to developing climate-conscious transport systems.





## Equestrians

**Most equestrians will need to ride on the road at some point, whether it is to reach an off road route, or to connect one bridleway to another. We need to make horse and rider's journeys as safe as possible. Other roads users need to be considerate at all times.**

Equestrians and their horses are being subjected to alarming levels of stress and risk according to a new study that was funded by the [Department for Transport \(DfT\)](#) and commissioned by The British Horse Society (BHS).

**BHS provide some helpful safety tips and advice for equestrians when heading out:**

- Familiarise yourself with the Highway Code rules to ensure you follow their guidance on how you should behave on the road and interact with other road users.
- Be alert at all times, make eye contact with drivers and thank those who make any effort to accommodate you. Treat others as you'd want to be treated yourself.
- Wear [hi-viz and reflective equipment](#) on both yourself and your horse. We would recommend a minimum of a tabard or jacket for a rider, and leg bands for the horse.
- Make sure you are doing everything as safely as possible by taking your [BHS Ride Safe Award](#).
- Let someone know where you are going and what time you expect to be back, so they can raise the alarm should you fail to return within a reasonable time.
- Carry a mobile phone for use in emergency, but remember it is not safe to use your phone whilst on the roads.
- Remember to use the appropriate hand signals to make other road users of your intentions to manoeuvre.
- Report any incidents of dangerous or irresponsible driving to [us](#) and to the police.

# 1. INTRODUCTION TO PLAN

## Vision and Aims: Why produce a Cholsey Transport Plan?

### *Status and purpose of the 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 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 Government have indicated that car sharing should become the norm. Currently, 62 percent of car journeys are taken by lone drivers and the Government aim to reduce that by 2030, possibly by 20%. The Government have committed £5b to greener transport including walking, cycling and the bus network. The sale of new petrol and diesel cars are banned from 2030. What might have been dismissed in the past may have to be made to work. It usually can be if the community gets behind it.

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.

In general, rural residents travel longer distances than their urban counterparts and spend longer travelling. Sparsity and the increasing scarcity of public transport links have a significant impact both on daily living costs of rural households and on access to services.

Rural areas have worse access in terms of distance to health, public health and care services. Longer distances to GPs, dentists, hospitals and other health facilities mean that rural residents can experience 'distance decay' where service use decreases with increasing distance. Different models of service delivery may be needed for rural areas, including new models of workforce development. These also include the development of rural hubs providing a range of services, and more services provided on and through the internet.

The Cholsey Neighbourhood Plan (CNP 2018) plan was developed with the input of the SODC 2935 Plan. It is important to maintain an up-to-date CNP which fully reflects the needs and aspirations of all villagers.

Since the CNP was voted upon, a relatively alarming number of changes have affected all of us and will likely do so into the future. 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. 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.



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 bike, 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 Cholsey Transport Plan is required to reflect 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 – Draft Local Transport and Connectivity Plan (out for consultation). 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. 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.

Engagement with stakeholders and the residents of Cholsey will also 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 an even better Cholsey for all.

A Transport Plan can also set out infrastructure requirements for the area. For example, this could include highway works needed to provide suitable access to development sites. A plan may protect land required for infrastructure improvements. The plan should not be prescriptive on the detail of the solution, but can set out the infrastructure deficiency that needs to be addressed.

A Transport Plan can also suggest priorities for improving community infrastructure, such as the improvement of key public spaces, parks or green spaces. This could then influence how monies raised through planning gain or the Community Infrastructure Levy are spent. This could be reflected in the plan's policies.

As with other parts of the plan, infrastructure requirements must relate to the use and development of land and be evidence based. It is essential that any infrastructure requirements are realistic and do not undermine the viability of development sites.

Some community infrastructure will be the responsibility of various service providers, for example, public transport, public car parks, schools, and health facilities. Discussions with such providers will clarify their intentions for the future. The land use dimensions of these may then be reflected in the Transport Plan.

Often, planning will not deliver all infrastructures required. So consideration may need to be made of how infrastructure could be funded and delivered (this could go into a non-planning section of the plan).



## What is the transport vision?

The vision outlines a clear long-term ambition for transport in the village and underpins the policies in this document. "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.

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."

## The Cholsey Transport Plan (CTP) 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.

# 2. TRANSPORT PLAN DEVELOPMENT

## How will we develop the Cholsey Transport Plan?

We will develop and consult upon the Cholsey Transport Plan in 5 stages.

The stages of development are:

- \* Stage 1 – Draft Plan assembled in consultation with the Cholsey Environment Champions (CHEC) Transport Group and
- \* Stage 2 – Draft Plan submitted to the Cholsey Climate and Environmental Emergency Working Group for comment and any amendment
- \* Stage 3 – Draft Plan submitted to Cholsey Parish Council for comment and any amendment
- \* Stage 4 – Proposed Cholsey Transport Plan made available to Cholsey residents and South Oxfordshire District Council for their comments
- \* Stage 5 – Proposed Cholsey Transport Plan amended accordingly and submitted to Cholsey Parish Council for full acceptance.

## 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 we 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, within the village and by all transport modes; and also other forms of connectivity such as digital.
- Wider challenges - Transport is also critical to addressing other wider challenges, notably public health, inequalities, air quality, and safety.

## What evidence has informed the Cholsey Transport Plan?

The Oxfordshire County Council LTCP (currently in draft form) has been informed by a wide-ranging evidence base. It forms the key basis for what Cholsey is able to do. The evidence base particular to Cholsey has been developed using available data from local, regional and national sources. The full evidence base and analysis can be found in the accompanying Appendices. See also *Building the evidence base - the need for evidence* later in this document.

## 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).

## How will the **Cholsey Transport Plan** deliver the vision and targets?

The CTP outlines our transport policies which will be used to influence and inform how we manage transport and the types of schemes implemented. These policies outline the new approaches and measures that we will be taking to make the vision and targets achievable. Oxfordshire County Council (OCC) Oxfordshire South District Council (OSDC) are fully supportive of neighbourhood planning as a way for local people to have a greater say in shaping the places they live and work. Local planning authorities will be required to provide technical advice and support as neighbourhoods draw up their proposals. The Government is funding sources of help and advice for communities.

The 2011 Localism Act gives local authorities freedom to do anything - provided they do not break the law. The rapid number of changes to environmental and related policy in recent times and Covid19 delays to legislation has meant that legislation of relevant new laws has not kept pace with Ministerial policy and guideline announcements and Treasury funding. This document does not anticipate the wording of any new laws but reflects the Ministerial announcements as we know them today.

At the national level there are a range of policies that provide context for the Cholsey Transport Plan and have set high level ambitions which the Cholsey Transport Plan will contribute to delivery of:

- **Local Transport Act 2008:** Local Transport Plan's (LTP) are statutory documents required under the Transport Act 2008.
- **UK Industrial Strategy:** Aims to create an economy that boosts productivity and earning power throughout the UK. Two of the key challenges, Clean Growth and Future of Mobility, have strong links to the LTCP.
- **Transport Investment Strategy:** Provides context for the levels of funding available and the rationale behind government investment in transport.
- **Transport Decarbonisation Plan:** Sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.
- **Gear Change:** Describes the vision to make England a great walking and cycling nation and sets out the actions required to deliver this.
- **Future of Mobility: Urban Strategy:** Outlines the government's approach to maximising the benefits from transport innovation in cities and towns.
- **Government's 25 year Environment Plan:** Sets out how the government will improve the environment.
- **National Bus Strategy:** Sets out the vision and opportunity to deliver better bus services for passengers across England. As required by the strategy, the county council entered into an enhanced partnership with Oxfordshire's bus operators in June 2021. Oxford County Council has also published a bus service improvement plan.
- **UK Carbon Budget:** The carbon budget sets the legally binding target to reduce emissions by 78% by 2035 compared to 1990 levels.

Key ways we will achieve the targets include:

- Promoting walking and cycling.
- Seeking investment in our public transport networks and the provision of better and quicker bus and rail services.
- Improving multi-modal travel
- Improving road safety.
- Improving digital connectivity.
- Supporting transport innovations that will help us to make walking, cycling, public and shared transport more attractive.

### 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.

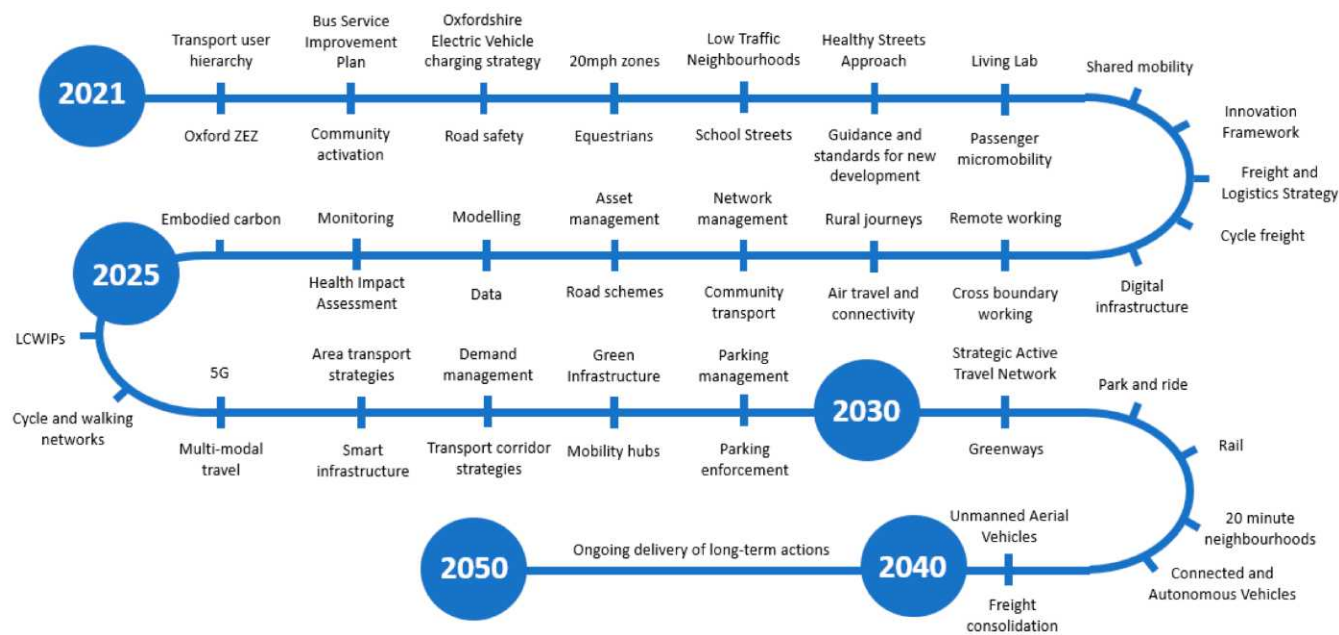
It will deliver a more balanced and effective transport network that provides for a greater range of travel modes and accessibility needs. This will enable all residents to have more choice and easier interchange between sustainable modes, making every day journeys more convenient.

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.

## When will the Oxfordshire County Council LTCP be implemented?

The CTP policies will be implemented between now and 2050. The diagram below shows a summary of when Oxfordshire anticipates each policy to be delivered. More detailed implementation plans for Cholsey’s local area and how we fit in will be developed as part of the area transport strategies.



## Status

The Traffic Plan should be considered as producing a supplement or an annex to the Cholsey Neighbourhood Plan, setting out proposed actions to address these issues. These would not form part of the statutory neighbourhood plan, so would not be subject to an independent examination and referendum.

This document has the current status of a consultation document and intends to link those topics into a comprehensive document. It suggests issues that are likely to be of concern to Cholsey residents and suggest some solutions or aspirations. Other suggestions, alternatives and improvements are welcomed.

# 3. THE TRANSPORT ISSUES FOR CHOLSEY

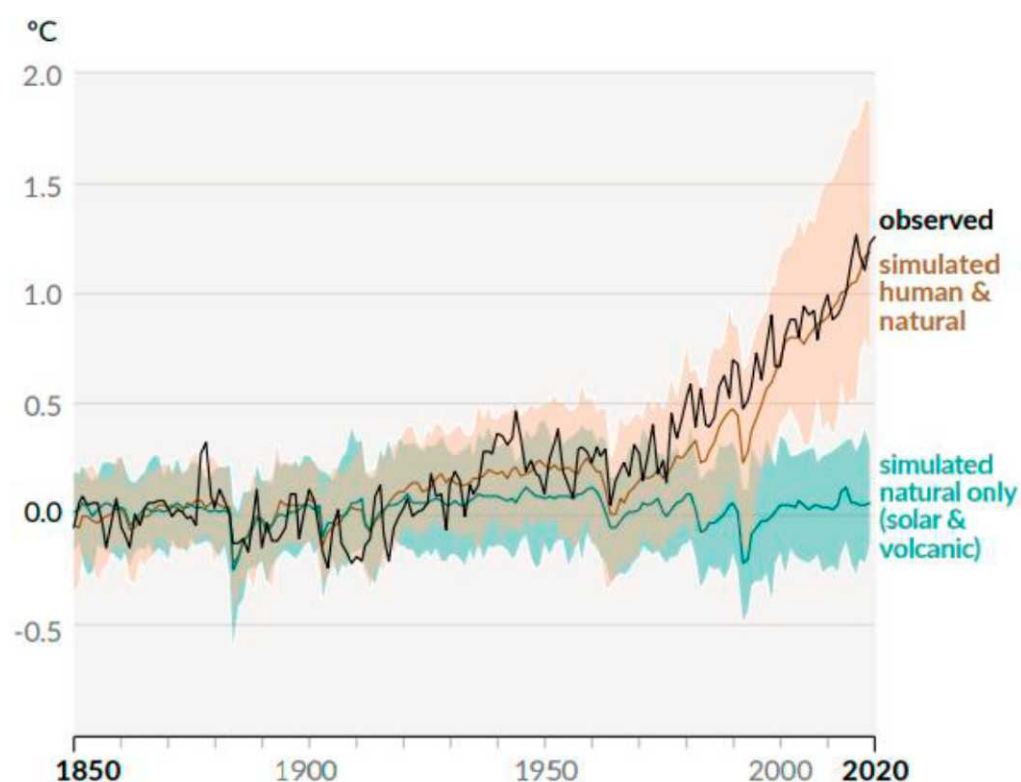
## Decarbonisation

Decarbonisation is the term used for the process of removing or reducing the carbon dioxide (CO<sub>2</sub>) output of a country's economy. This is usually done by decreasing the amount of CO<sub>2</sub> emitted across the active industries within that economy.

Decarbonisation is a key overriding challenge that the CTP seeks to address. In line with guidance from the government's Transport Decarbonisation Plan, we have provided background information and more detail about our approach to decarbonisation.

### ***Climate Change***

Climate change is the large-scale, long-term shift in the planet's weather patterns and average temperatures. Climate change has meant that since the 1800's the average global temperature has risen by around 1°C.



*Change in global surface temperature (annual average) as observed and simulated using human & natural and only natural factors*

Climate change is primarily caused by the greenhouse effect. This is where greenhouse gases such as carbon dioxide are released into the atmosphere by humans. This creates a 'blanket' which means some infrared radiation cannot escape the earth's atmosphere. Instead, it is absorbed and goes back down to earth, causing the surface to heat.

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.

There has been a huge rise in car use across the UK since 1952. We have seen this national trend reflected within Oxfordshire with a 36% increase in vehicle miles since 1993. In 2019, total vehicle miles driven in Oxfordshire passed 4 billion for the first time. There will also be the challenge of providing the right infrastructure in the right places to support the move towards take up of zero-emission vehicles.

Whilst cars have increased personal mobility, they have negative impacts. For example, congestion is disrupting journeys and accommodating and managing vehicles in our village has created environments that have become less welcoming places for people. Encouraging a change in behaviour to tackle unnecessary private vehicle use and these impacts will be a significant challenge

Emissions from human activity are changing the Earth's climate in unprecedented ways, with some changes now irreversible. In order to limit global warming to well below 2°C and pursue efforts to limit warming to 1.5°C, the UK government has made a legal commitment to deliver net-zero emissions by 2050.

The impacts of human induced climate change affect the climate system, ecosystems and people. Evidence of observed changes in extremes such as heatwaves, heavy precipitation, droughts, and tropical cyclones, and their attribution to human influence, has strengthened over the last 8 years.

In order to tackle climate change, 196 countries signed the Paris Agreement in December 2015. The agreement goal is to limit global warming to well below 2°C, preferably to 1.5°C, compared to pre-industrial levels<sup>10</sup>.

#### **UK Government (to be updated with COP26 commitments)**

Building on the Paris Agreement, the UK government passed a net-zero emission law in 2019. This target will require the UK to bring all greenhouse gas emissions to net zero by 2050. This will end the UK's contribution to global warming.

Transport is now responsible for the largest proportion of UK greenhouse gas emissions. In 2019 transport was responsible for 27% of total UK greenhouse gas emissions, with road transport responsible for 91% of transport emissions. Within this passenger cars produce 55% of road transport emissions.

Decarbonising transport is therefore a critical part of reaching net-zero emissions and addressing climate change. In order to set out how this will be achieved, the government published the Transport Decarbonisation Plan in July 2021.

#### **Transport Decarbonisation Plan**

The Transport Decarbonisation Plan reiterates commitments to end the sale of new petrol and diesel cars by 2030 and proposes ending the sale of non-zero emission HGVs by 2040. It also highlights the need to make better use of road space and encourage more trips by walking, cycling and public transport



It is suggested that for future local transport funding, plans will need to demonstrate how local areas will reduce emissions through a portfolio of transport investments. Air pollution is not bounded. Polluted adjacent areas will nullify efforts in a reduced pollution area. We all have to work together

## **Oxfordshire Climate Action Framework**

In recognition of climate change, all Oxfordshire authorities have declared a climate emergency. Following our declaration, Oxfordshire County Council adopted a Climate Action Framework

The framework commits us to operating at net-zero carbon by 2030 and enabling a zero-carbon Oxfordshire by 2050.

### **Pathways to a zero carbon Oxfordshire**

Further local context to climate change and decarbonisation is provided by the University of Oxford's Environmental Change Institute (ECI) Pathways to a zero carbon Oxfordshire report.

The report outlines different potential pathways to achieving a zero carbon economy in Oxfordshire by 2050. The most ambitious of these, the 'Oxfordshire Leading the Way' scenario has been identified as the preferred route for the county to follow. In this scenario, Oxfordshire goes further and faster than other areas of the UK in achieving zero carbon emissions.

### **Oxfordshire Leading the Way Scenario**

This scenario is driven by high levels of public support for local action and strong policy, as well as lifestyle change amongst householders and communities. In terms of transport the following key features are identified:

- Energy demand associated with transport falls as Oxfordshire residents incorporate walking and cycling into their daily routines.
- More amenities are provided locally, and businesses support remote working.
- Reduced car-usage is also driven by extensive pedestrianisation measures, workplace charging levies, the proliferation of low traffic and higher density neighbourhoods, and the expansion of shared transport options.
- Vehicle electrification occurs more rapidly than in other scenarios, and sharing business models, are pioneered in Oxfordshire.
- Freight consolidation centres and other localised warehousing and production enable low carbon local delivery of goods throughout urban areas.

### **Our approach to decarbonisation**

Delivering this target will ensure that Cholsey plays its part in tackling climate change. By leading the way, encouraging innovation, we will help others to get there quicker and will create opportunities for Oxfordshire based enterprises. Decarbonisation will also deliver wider benefits to biodiversity and people's health and wellbeing in Cholsey.

Our approach to decarbonisation is primarily by seeking to reduce unnecessary private vehicle use and increasing the proportion of trips made by walking, cycling, public and shared transport. We also seek Low Traffic Neighbourhoods, 20mph zones and 20-minute neighbourhoods

## **Walking and cycling: Health**

Encouraging increased levels of walking and cycling will be central to delivering our vision for travel in Cholsey. More people choosing to walk and cycle will improve the mental and physical health of Cholsey's residents and make Cholsey's pathways more welcoming, safe and relaxing places.

There has also been a growing recognition of the way in which transport affects every-day experiences and health. The transport system and the options available shape how residents travel, how much physical activity they do and also how enjoyable everyday journeys are.

Increasing walking and cycling will be a key part of reducing private car usage. Reduced private car usage is essential to achieving our ambition for a zero-carbon transport network and it will help to improve air quality, address climate change and tackle associated health and inequality issues.

More details about how these will be achieved can be found in the Active and Healthy Travel Strategy.

Evidence demonstrates that there is no minimum amount of physical activity required to achieve some health benefits. However, it is recommended that:

- Children and young people should do physical activity for an average of at least 60 minutes per day across the week.
- Adults should accumulate at least 150 minutes of physical activity each week.

In general, the more time spent being physically active, the greater the health benefits. However, the gains are especially significant for those currently doing the lowest levels of activity (fewer than 30 minutes per week).

### Current physical activity levels

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.

### Benefits of 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.

OCC's Joint Health and Wellbeing Strategy sets out how the NHS, Local Government and Healthwatch will work together to improve resident's health and wellbeing.

### **Older average population with different mobility needs**

- *OCC Healthy Streets Approach and Health Impact Assessment* - These are applicable in both rural and urban areas. Embedding them into guidance and decision making will ensure future work in rural areas considers different mobility needs and health inequalities.
- *OCC Connected and Autonomous Vehicles (CAV)* - Supporting the deployment of CAV's will help to improve the future accessibility of older people in rural areas. Connected and autonomous vehicles combine connectivity and automated technologies to assist or replace humans in the task of driving. This can be through a combination of advanced sensor technology; on-board and remote processing capabilities; GPS and telecommunications systems.

It is recognised that cars will continue to be a part of the transport system in Oxfordshire. However, we want to accelerate the rate at which existing cars are replaced with zero emission vehicles to improve air quality. In order to achieve this in rural areas we will need to consider the approach to Battery Electric Vehicle (BEV) charging provision.

By delivering tailored solutions in rural areas we can encourage and increase the use of walking, cycling, public and shared transport modes. This will ensure we are delivering the vision across the village and that everyone is receiving the health benefits of physical activity and clean air.

It will also help to improve connectivity in Cholsey, providing more choice for everyday journeys, as well as tackling isolation and inequalities.

*OCC Strategic Active Travel Network* - The SATN will identify inter-town routes and provide us with a strategic approach to planning walking and cycling interventions in rural areas.

*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. There are also existing off-road networks that could be developed to support the uptake of walking and cycling. There are hundreds of kilometres of Public Rights of Way (PRoW) throughout Oxfordshire that have the potential for transformation into high quality multi-user routes.

In addition, there are unsurfaced roads, disused railway and canal corridors, and other tracks that, if better linked, improved and managed with these PRoW, could provide a set of high quality Oxfordshire Greenways. These Greenways could be used by a range of residents and visitors for active recreation, social use and travel whilst also providing benefits for habitats, landscape character and wildlife.

## **Public Transport Issues**

The public transport/ car ownership conundrum is that once people have made the heavy investment of a car they naturally expect to use it. Many older people rely on a car to remain independent, especially in areas with poor or unreliable public transport. Particularly in rural areas a car is regarded as essential. Do they use it though? The average British car is parked up for 23 hours a day, (RAC Foundation).

The average British car spent just 4.4 percent of the 2018-19 financial year on the move, but it whiled away almost three-quarters (72.6 percent) of its time parked at its owner's home address. The remainder of the time was spent parked away from home. So the car asset in financial terms is very uneconomic. A public transport asset runs most of the day and does not have to be purchased by the passenger.

There have been significant cuts to non-commercial bus routes that have previously been subsidised on a discretionary basis by local authorities. The Campaign for Better Transport found that 2,000 bus routes or services have been lost or reduced since 2010. Half of local authorities cut funding for bus service in 2014, affecting 500 routes. The lack of bus services is a particular problem for isolated rural areas. In urban areas 95% of people live within 13 minutes of a “regular (hourly)” bus, but in rural areas this falls to 6%.

The Government recently made £25 million available to fund community transport operators. The House of Commons Transport Committee rejected the idea that community transport on its own can compensate for the loss of bus services. The committee has supported the idea of ‘total transport’, which proposes an integrated approach to funding public transport. This could include combining hospital transport with local bus services. The Government has made £4m available for pilots to test the total transport concept.

The relatively highly polluting car dominates as the public’s preferred mode of transport to work. Reasons for preferring the car centre on its perceived ‘convenience’ and ‘reliability’. Key reasons the car is seen as more ‘convenient’ than the bus for commuting to work include the belief that cars were:

- Quicker and more direct (‘door to door’)
- Easier/quicker for multi-stage/multiple journeys
- Easier for carrying equipment or paperwork

Cars are also preferred on grounds of their perceived greater ‘reliability’ – doubt over whether buses would get participants to work on time is a key barrier to their use for commuting. Cars are generally seen as giving participants more freedom and control over their journeys and over the ‘travel environment’. People suggest that it is cheaper to travel to work by car, though comparisons of cost tend to take the costs of purchasing, maintaining or insuring a car as a ‘given’ – only petrol costs are taken into account when working out whether the car or bus /train is the cheapest option.

The car also features prominently as the preferred mode of transport for non-work journeys. Again, it is seen as cheaper (especially for trips with other family members) and as allowing greater freedom and control over arrival and departure times. The bus is not seen as practical for food shopping because of the large amount of bags to carry, while taxis are seen as more cost effective than the bus for nights out when travelling in a group.

So why not use public transport more (a tough ask)?

Beliefs about problems with local bus and train services reflect a combination of previous experience (recent as well as long-past), ‘hearsay’ from other people, and media coverage.

Some positive examples of bus travel are cited – such as drivers helping passengers with prams or wheelchairs – discussion of buses in any research surveys tends to focus on the negative.

A wide range of problems (real or imagined) with buses and actual and potential barriers to bus travel can be identified from surveys, including surprisingly safety:

- The perceived length of bus journeys, as well as the appropriateness of timetables for the journeys participants needed to make
- A belief that buses cannot be relied on to stick to their timetables
- A perceived lack of direct and/or appropriate routes, as well as concerns about routes travelling through ‘undesirable’ areas
- A belief that fares are too high, as well as complaints about the inconvenience of having to find exact change.
- Bad driving behaviour and poor driver attitudes
- Concerns about other passengers committing anti-social or criminal behaviour, as well as more general concerns about other people’s behaviour causing annoyance or discomfort
- Fears about the physical condition of buses making them unsafe, unreliable or inaccessible (for participants with mobility problems), as well as concerns about cleanliness and comfort on board
- Concerns about personal safety, comfort and the adequacy of information at bus stops

There was as expected some evidence that safety issues were of greater concern to women, that young people were particularly negative about driver attitudes, and that people in rural areas were particularly likely to feel buses were too infrequent and waiting times too long.

Disabled people also shared many concerns with other participants. However, they raise a number of issues which cause them greater problems, including:



- Safety concerns relating to drivers waiting for people to get on and off and reach their seat
- Accessibility issues, relating to steps and to poles obstructing wheelchair spaces, as well as accessibility of information, with small font sizes for timetables a particular problem for those with visual impairments
- Overcrowding creating particular issues for participants who suffered from anxiety
- Lack of toilets
- Distance to walk to stops

In comparison with trains, buses were seen as less reliable/predictable, slower, and less safe (primarily because of the presence of conductors to ‘police’ behaviour on trains). It was also suggested that information about stops both on board and at stations is clearer for trains than for buses.

### **Attitudes to future bus use:**

In terms of attitudes to using the bus more often in the future, there was a general belief among the employed that it would not be possible to use the bus to get to work. Multiple reasons are cited for participants being unable or unwilling to use the bus for commuting – including time, cost, frequency, reliability, the need to make multi-stage or multi-purpose journeys and the need to carry equipment or bags.

There was some indication of willingness to use the bus more often for some social journeys or trips into town. However, again a range of barriers to doing so were cited, including time, hassle of changing buses, cost, infrequency, lack of certainty about routes/fares, lack of appropriate routes, timetables being unsuitable, and safety on night buses.

Infrequent or non-users fall into three broad groups according to their attachment to the car, willingness to try the bus and identification with environmental problems:

- ‘Bus refusers’ were strongly attached to their cars and did not wish to use the bus more often under any circumstances, even if substantial improvements were made
- ‘Bus pessimists’, if pushed, say they would like to use the bus more often, but do not see the bus as an attractive option currently and do not appear to have a strong desire to make this change
- Those who are ‘Willing to be convinced’ would like to use the bus more and cite positive reasons for doing so (dislike of car travel and/or personal and environmental advantages to bus travel), but still think there are substantial barriers preventing them from doing so.

### **Suggested improvements:**

A wide range of improvements to bus services might encourage some people other than the “bus refusers” to use the bus more often.

Some of these suggestions may relate to actions that some bus companies and/or Local or Central Government have already taken, but of which participants were unaware.

Specific suggestions for improving bus services included:

- Improved customer care skills for drivers (including improved awareness of the needs of disabled passengers)
- Conductors on buses to prevent anti-social behaviour and overcrowding
- General improvements to the physical condition of buses in order to improve comfort, safety and accessibility (e.g. seatbelts, rubbish bins, more regular cleaning, toilets, air conditioning, handrails, softer seats, etc.)
- Improved lighting, shelters and information, including accurate ‘Real time’ information, at bus stops
- Action to try and improve the speed and reliability of buses, including better/longer bus lanes, more direct/express routes, more frequent services at more standardised times and driver incentives for timekeeping
- Better information about routes, timetables and fares, to be available in places other than bus stops.
- Cheaper and/or more ‘standardised’ fares
- Introducing pre-pay or top-up card systems to pay for bus fares, to avoid the need for exact change or knowing how much a ticket will be in advance
- Taster tickets - free or low rate family tickets to try out your local bus service again.

Reactions to disincentives to car use are mixed – one view is that participants would simply absorb the additional costs of higher petrol prices, congestion charges or higher parking prices, while another was that this might encourage them to use the bus or walk instead of using the car for short journeys.

## **Recommendations**

In addition to the above recommendations for improving bus services, are a number of broader implications for policy. First, the findings suggest that attempts to ‘convert’ those who are ‘willing to be convinced’ of the merits of bus travel need to do three main things:

- Highlight the advantages – both personal and environmental – of bus travel
- Mitigate or challenge views of the disadvantages – addressing particularly the key issues of journey time and reliability
- Make it as easy as possible to use the bus – including making it easier for infrequent and non-users to find out about times, fares and routes and removing any need to have the exact fare.

Second, given the finding that bad experiences appear to stick in people’s memories, bus companies need to ensure that the way they deal with complaints mitigates the potential impact of negative experiences – which can be long-lasting and far-reaching – on future travel decisions.

Third, in reviewing and presenting fare levels to the public, bus companies need to take into account the fact that while taking the bus may be cheaper than owning, insuring and running a car, car owners do not necessarily include all these costs when making these comparisons. Unless the bus fare is less than the costs of petrol and parking for a specific journey, the bus is unlikely to be viewed as the ‘cheaper option’. While our findings suggest that cost may not be the only or main barrier to bus use for all infrequent users, cheap or free travel days could encourage those who have not travelled by bus for some time to try it again. The concept of a Cholsey Bus Pass scheme is introduced below.

In terms of future discussions with bus and train companies, it is suggested that when people describe the bus as ‘inconvenient’, this generally reflects a number of more specific concerns about directness, journey speed, and ease of making multi-stage or multi-purpose journeys. Surveys could also explore in greater detail the size and characteristics of different ‘sub-groups’ of infrequent or non-bus users, and to test which, if any, policy solutions may be most successful in encouraging these groups of people to use the bus more often in the future.

Finally, it could be explored how different bus companies market their services, in order to explore possible solutions for overcoming some of the ‘stereotyped’ views of buses and bus passengers identified.

## **Cholsey Bus Pass Scheme**

One possible solution to improve bus usage could be purchase of an annual bus pass that covered the whole family (with individual passes) up to the age of 18, say for Oxfordshire, plus Reading, wide travel. Bus operators would then have a firm financial basis to provide and improve services which would maintain the willingness of Cholsey residents to purchase an annual pass. Once the pass is bought then why not use it as often as possible? “Free” bus passes are already provided to pensionable age citizens and the disabled plus companions. The system could also be extended to rail travel, as in London. 34% of bus trips in England, outside London are made by concessionary passengers, they represent a significant portion of bus service demand.

In 2013/14 there were 9.7 million concessionary bus passes in England, with an average of 104 bus journeys per pass per year. Bus operators are reimbursed based on how much people with passes travel on their buses. Therefore it does not cost the state anything unless it is used. The main reason people use their bus pass is for shopping, but it is estimated that between 35-40% of journeys are undertaken for social purposes such as visiting friends and relatives. Around 25% of bus journeys taken by elderly people are for medical appointments.

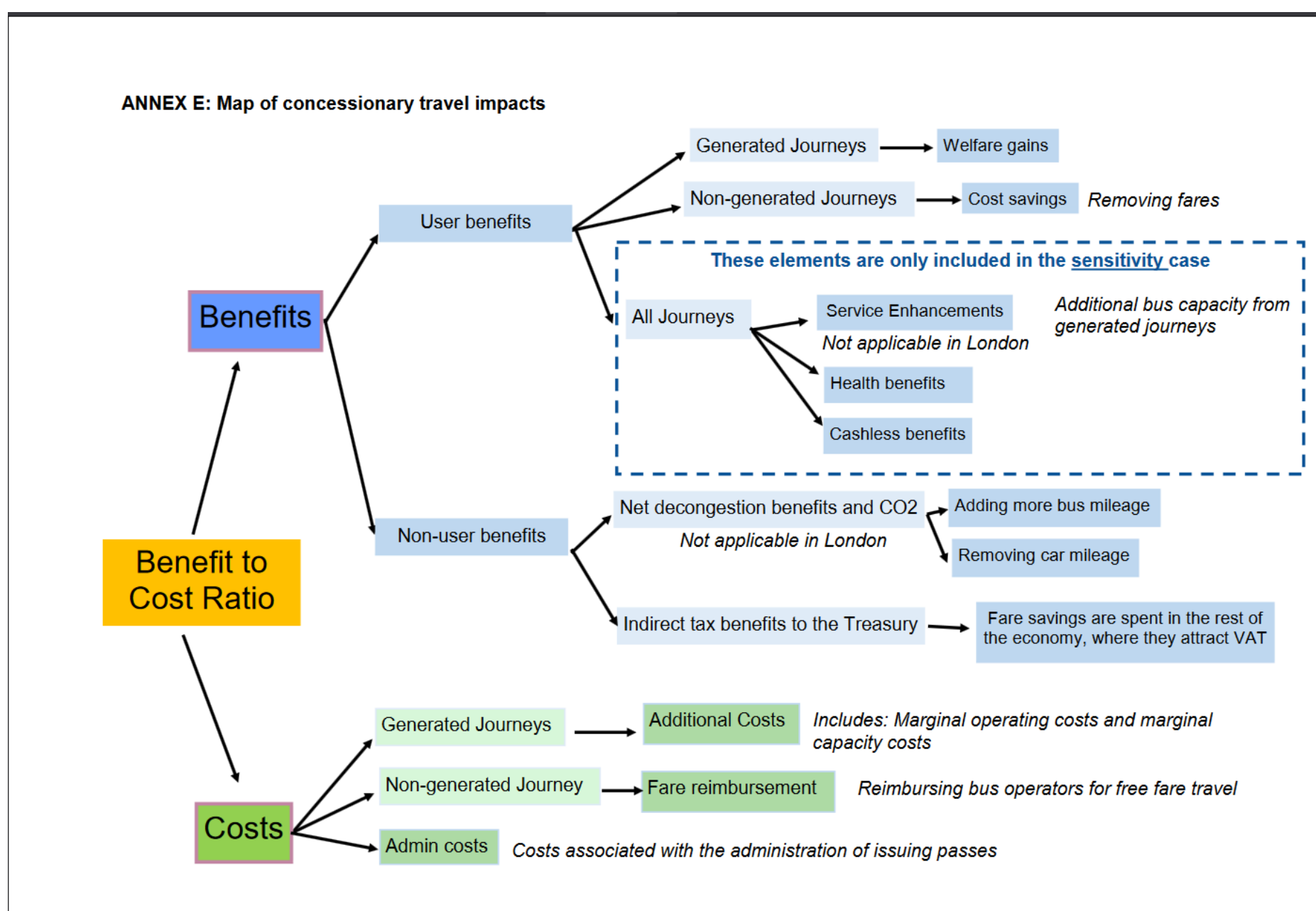
With the currently limited bus services provided in Cholsey many elderly residents are unable to take advantage of the bus pass concession.

Central Government also provides subsidies to buses via the Bus Service Operators Grant (BSOG), which benefits all passengers by reducing fares and helping to maintain rural bus services.

The Government indirectly pays about £113 for each individual bus pass which gives a rough idea of how much an annual Cholsey Bus Pass could cost.

Research by KPMG found that for every pound spent on the bus pass, £2.87 was produced in benefits to bus pass users and to the wider economy. It demonstrates the additional economic, social and environmental value of the bus pass by: supporting volunteers and carers, encouraging spending in shops, reducing congestion and pollution and improving the health and wellbeing of people who use buses. Subsidies retain the viability of bus routes that would otherwise be difficult to maintain, benefiting everyone in a local community.

Data shows that people are more likely to take up a pass if they: are in lower income households, have no access to cars, live in metropolitan areas or generally live near better bus links. In terms of bus pass usage, pass holders without access to a car make more than three times as many trips as passholders with access to a car. Those from lower income households also make more trips – pass holders with income of less than £10,000 per annum made twice as many trips than those receiving £20,000 or more.



**How the economics of concessionary passes is decided**

## Car Sharing

Any bus and train service improvements may take a long time to achieve. British culture is changing away from ownership to renting such items as clothing and furniture. Many new car purchases are really rentals. The recent rise of car sharing platforms in Singapore, for example, has given people a viable option to enjoy the advantage of car ownership without the financial, insurance and maintenance obligation that almost always comes attached. This may be an interim or a permanent measure.



Electric vehicle trip recording removes the drawback of having to return cars with full petrol tanks. However, there is the 'hidden cost' of a safety deposit that you'd need to place with the car sharing company. It is prudent to account for the financial penalties that will be charged to you when you are late in returning your rental car to the car station

The reason you want to use a car sharing service is because you want the convenience of having a car to drive around in. That's why location and accessibility of the rental car's location is important.

## **Community transport**

Community transport is part of the voluntary sector (Cholsey Volunteers driving service) and plays a key role in filling gaps in service where public transport is not available and provides a lifeline in both rural and urban areas. It offers safe, accessible, cost-effective, flexible transport run by the community for the community.

It shows what can be done when people take responsibility for solving their own problems. Meeting local transport needs in a non-profit-making or social enterprise way and can involve a mixture of volunteers and paid staff.

There are many types of community transport including:

- Car clubs
- Community minibuses
- Dial-a-ride
- Lift share
- Taxi share
- Voluntary car schemes

Cholsey does not have dedicated taxi service ranks, not even at Cholsey Railway Station.

Some groups may offer services just for their members, others are open to the public. It can take disabled people to work, children to school, sick people to healthcare and older people to the shops. It runs local bus routes ([OurBus Bartons](#)) and provides transport for a wide range of clubs and other groups.

In Oxfordshire there is an active and diverse community transport sector. From small volunteer car schemes to larger minibus schemes offering timetabled services. Communities can use the [self-help toolkit \(pdf format, 1Mb\)](#) as a guide to tackle local transport problems in a practical and effective way. Further help and some support is offered by [Community First Oxfordshire](#).

Oxfordshire County Council supports the development of not-for-profit community transport groups and services. Small start-up grants to help groups in the initial stages of development are available. OCC can also help with the cost of training volunteers as minibus and passenger assistants.

## **Setting up a community transport service**

- [How to set up a lift share \(pdf format, 108Kb\)](#)
- [How to set up a taxi share \(pdf format, 105Kb\)](#)
- [How to set up a community bus service \(pdf format, 206Kb\)](#)
- [How to set up a regular minibus service \(pdf format, 107Kb\)](#)
- [How to set up a voluntary car scheme \(pdf format, 213Kb\)](#)

Most of us take it for granted that we will be able to get to the places we need to. However, when people can't drive or access public transport, they can be stranded.

Helping is rewarding and can be very flexible. Contact your local community transport group directly to see how you could help, for example by:

- making sure people who need it know about the service
- helping with fundraising
- becoming a volunteer driver
- helping with bookings.

You can also look for opportunities through your local [volunteer centre](#), as some groups will advertise openings in that way.

## 20-minute neighbourhoods

Healthy place shaping also extends to 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 they are more likely to walk or cycle. Oxfordshire currently performs poorly in this respect. The Geographical Barriers to Services deprivation domain, considers the accessibility of people to local services. Many of the rural areas of Oxfordshire suffer disproportionately from this type of deprivation. Overall, 21% of the total population live within areas that are ranked within the worst 10% of areas nationally.

20-minute neighbourhoods can apply to existing and new settlements, in both rural and urban settings. They need to:

- Be safe, accessible and well connected for people walking and cycling
- Offer high-quality public realm and open spaces
- Provide services and destinations that support local living
- Facilitate access to quality public transport that connects people to jobs and higher-order services
- Deliver housing at densities that make local services and transport viable
- Facilitate thriving local economies

The 20-minute neighbourhood model can help to create inclusive mobility, enabling those without or unable to afford a car, and those with mobility issues, such as older people, people who are blind or deaf, and those with hidden disabilities, such as autism, to access services locally.

Walkable neighbourhoods promote healthy lifestyles, while ensuring community facilities are accessible to people of all ages and abilities. Reducing the need for travel by car will also support the CTP vision and help to improve air quality.

In this way 20-minute neighbourhoods address some of the drivers of health inequality, with residents who may have felt socially excluded able to access the services that they need in a sustainable way and in a welcoming environment.

The 20-minute neighbourhood concept is more challenging in rural areas but can be tailored to apply. This can also be through developing our market towns as 20-minute neighbourhoods or by improving walking and cycling connectivity between small villages so that a range of services are accessible locally and can be shared. Measures such as the OCC Strategic Active Travel Network and Greenways will help us to achieve this.

There is convincing evidence from the Netherlands and UK that good quality cycle networks have an impact on increasing cycling. Cycle routes in the network should be easily accessible from every local neighbourhood and lead to significant destinations, such as work, shopping, education or leisure.

Each cycle route should be coherent from start to finish, which means that it is continuous without a break and consistent in the type of infrastructure and the experience of the person cycling.

The first major challenge for providing walking networks is having destinations within each walking distance. This ties in with the 20-minute neighbourhood concept.

Quality Pedestrian Corridors (QPCs) aim to provide continuous level footways from start to finish on the core most important strategic walking routes. In QPCs, footways and priority for people walking is extended across all side roads by side road entry treatments (SRETs). Good quality and convenient crossings of main roads on desire lines and at junctions are another crucial element of creating a walking network.

Committing to co-produce these networks will ensure that designs are shared at an early stage for critique and input from local groups. It will also help to better publicise surveys and new routes.

Comprehensive walking and cycling networks will give all residents an opportunity and an incentive to cycle and walk. By providing attractive strategic local routes that link every neighbourhood to nearby destinations, people of all ages and all abilities will be encouraged to make more local journeys on foot or by cycle.

QPCs will particularly benefit more vulnerable residents, such as children and those who use wheelchairs, sticks, buggies, pushchairs or have sight impairments.

An important benefit of a good quality cycle network is that it significantly widens residents' choice and ability to conveniently reach services and destinations. This supports those unable to afford a car and typically makes the whole town accessible.

All new walking and cycling schemes will be designed according to the updated Oxfordshire Cycle Design Standards (to be published in 2022).

Oxfordshire County Council will seek to ensure that all new developments include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to the local comprehensive cycle and walking network.

Oxfordshire County Council will work closely with stakeholders when developing and improving cycle and walking networks from inception to delivery.

In order to develop these networks, OCC recognise that there are different requirements for different villages and that they should be informed by tailored, evidence led plans.

## COVID-19

Whilst we must reflect on the short term impacts of COVID-19 on travel, it is important that we remember the need for a clear long term plan for transport in Cholsey.

Likewise, we know that walking and cycling delivers a range of health benefits and that 25% of adults and 42% of children in Oxfordshire do not meet physical activity recommendations. Encouraging the use sustainable transport modes therefore remains essential to support important benefits in public health, climate change, air quality and environmental protection.

The COVID-19 pandemic has had a significant impact on transport patterns and OCC has collected data in the last year.

The COVID-19 pandemic also provides us with an opportunity to continue to develop and shape different ways of communicating and working that reduce the need to travel.

The COVID-19 pandemic has highlighted the importance of liveable neighbourhoods as places for social interaction and for accessing goods and services within an easy 20 minute walk. It has also accelerated changes in shopping and working.

## Connectivity

Poor public transport connectivity and reliability is a particular issue in rural areas.

Cholsey has a connectivity issue with Fair Mile being separated by the Reading Road from the village. Some proposals are suggested in the Appendix for pedestrian crossings, bridges and underpass options to link the two with possible a foot/cycle path to the village centre via Ilges Lane. Part of this section is a Byway and would need a Permanent Transport Order to forbid vehicle access.

There is a need to improve walking and cycling connectivity within villages, and between towns, Wallingford, other villages, Moulsoford, South Moreton, transport hubs and workplaces to enable more journeys by these modes. There is also a need to better manage movement of freight and goods, both in rural and more urban areas.

There is also a need to improve other forms of connectivity such as digital connectivity, particularly full fibre connectivity. This will help reduce the need to travel and provide residents with the ability to work, shop and access services such as GP appointments from home.

OCC will continue to explore new approaches and technology which can play a role in improving rural transport connectivity. This could include rural car clubs and demand responsive transport services.

OCC will also seek to enable the sharing of facilities in smaller towns and villages by delivering policies to improve walking and cycling connectivity in rural areas.

## Road User and Pedestrian Safety

Improving road safety remains a fundamental part of our CTP. There has been a long term downward trend in reported collisions and injuries in the county. It is important that we continue this trend and minimise road danger for all users.

We intend to build on our healthy place shaping proposals and seeks to minimise road danger. This will be key to achieving our vision and creating places where walking and cycling is the natural first choice.

It is recognised that concerns over 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.

In 2019 there were 1389 total road traffic casualties in Oxfordshire, a 9% decrease from 2018 and a 52% decrease since 2005.



Of these casualties, there were 231 killed or seriously injured (KSI) in 2019. There has been a gradual decrease in the number of KSI since 2014, however cycle casualty numbers have seen an upward trend over the last year, when compared to its statistical neighbours. Oxfordshire's performance is ranked somewhere in the middle with regards to total casualties per 1,000 of the population. This figure is similar to that of the overall national picture. Oxfordshire has reduced the number of KSI casualties per 1,000 of the population and is now performing better than many of its statistical neighbours.

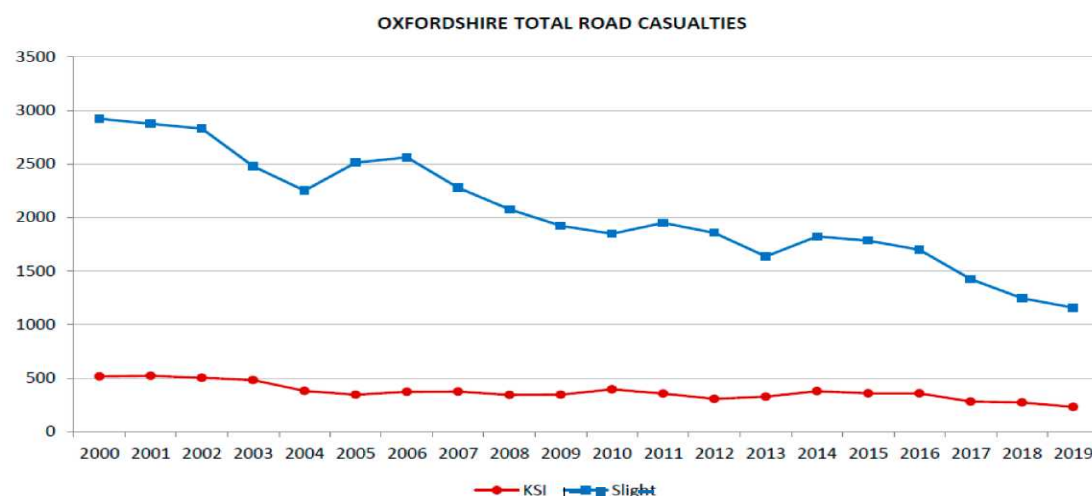


Figure 20 - Oxfordshire total road casualties 2000 - 2019<sup>39</sup>

Applying valuations issued by the Department for Transport (DfT), the value of preventing road traffic collisions on Oxfordshire's road is over £150 million each year. Even this high figure fails to capture the devastating personal consequences of fatal and severe injuries.

There are many other costly consequences of poor road safety. Some of these, such as the often lengthy traffic delays following a collision, directly impact on road users.

Addressing car dominance by prioritising people walking and cycling will be a significant first step in tackling road danger. We will support this by continuing to work on a range of road safety projects.

Oxfordshire County Council as the Traffic Authority for all roads in the county has a statutory duty to maintain the highway in a safe condition, and also to address road safety problems by carrying out road safety engineering schemes and programmes of road safety education and training, subject to the resources available.

We recognise that many other partners also have major roles in delivering improved safety, including national government, the police, vehicle manufacturers, local communities including parish councils and developers of new residential and commercial premises.

Reflecting these shared roles and responsibilities, the County Council has long been engaged with local partners and recognising the role new technologies will play in further reducing risks, is actively involved in collaborative projects with new partners.

It is also anticipated that powers to enforce moving traffic offences (in addition to the powers to enforce parking controls) will be extended to traffic authorities outside London in the relatively near future.

Reducing risks on our highway network will deliver personal and economic benefits to people and businesses in Oxfordshire and will be key to achieving more walking and cycling, thereby contributing to delivery of our vision.

Department of Transport data shows that many more cyclists died on rural roads in 2020 than in the previous two years. 89 people lost their lives on countryside roads last year - up by almost 50% from 60 fatalities in 2019. In 2018, 48 cyclists were killed on rural roads. This was despite fewer vehicles using rural routes, and a marked drop in the amount of traffic during the pandemic restrictions. Overall, including car drivers, horse riders, and pedestrians, two-thirds more people, just over 3,100, were killed using roads in the countryside than roads in the cities.

NFU Mutual, British Cycling and the British Horse Society are to launch a campaign called Respect Rural Roads, urging those travelling around the countryside to take more care.

Northern Ireland Direct have published advice "[Beware dangers on rural roads](https://www.nidirect.gov.uk/news/beware-dangers-rural-roads)" (<https://www.nidirect.gov.uk/news/beware-dangers-rural-roads>)

If you're cycling, walking or horse-riding, make sure you help yourself to be seen by others - wear bright, contrasting clothing by day and ideally reflective clothing or armbands at night.

If out walking, use footpaths where available and always walk on the right-hand side facing the oncoming traffic.

Be careful that headphones don't distract you from your surroundings and the actions of other people.

Walk to the side of any white lines on the edge of the road. A torch should be carried. Dogs should be kept on leads and also wearing fluorescent jackets and reflective collars. If a safe walking route is made available then use that in preference. Beware of cyclists with bicycle illegally not fitted with reflectors and lights at night. Ask schools to issue regular reminders to staff and pupils, including any established safe routes.

## **20mph zones**

Oxfordshire County Council, as the Highway Authority, is responsible for the setting of all local speed limits across the road network throughout Oxfordshire excluding motorways and trunk roads.

We want to make our built environments safer places to walk and cycle. To enable this to happen 20mph speed limits are being used to help promote alternative modes of transport for local travel. This programme links into the Healthy Streets Approach.

The 20mph Speed limit falls under the Local Speed Limits; 20mph, 40mph and 50mph, which are set by Local Authorities and guided by DfT Circular 1/13 Setting Local Speed Limits

Reduced vehicle speeds help to tackle the dominance of motor vehicles and makes them less imposing to residents walking and cycling. Reduced vehicle speeds also help to reduce the number of casualties and road danger. 20mph speed limits provide drivers more reaction time and reduce the stopping distance required. A person is five times less likely to be fatally injured if hit at 20mph than at 30pmh.

We are aware that 20mph zones alone will not reduce vehicle speeds. Lower speed limits need to be accompanied by measures to improve compliance such as enforcement, design and education. OCC will continue to work on the delivery of supporting

It should be noted that signage and road markings for 20mph speed restrictions are not included within this policy and are covered by Road Markings & Road Studs Procedure and the Traffic Signs Procedure. Furthermore, we do not enforce speed limits, the responsibility of this function lies with Thames Valley Police. A 20mph speed restriction should be considered holistically as part of a programme to reduce vehicle speeds and improve road safety. The imposition of any new speed restriction, or amendment to existing speed restriction, requires a Traffic Regulation Order to be made.

In 2021 OCC undertook five 20mph trial sites within Oxfordshire to establish the best methodology for the implementation of a proposed countywide approach. All of the sites amended existing 30mph limits to 20mph limits via a phased approach of initial sign only changes that were supported by further engineered designs to reduce vehicular speeds if required. As described elsewhere, encouraging a wide range of people to choose to walk and cycle will help to improve public health, improve air quality and make local areas more relaxing. The 20mph approach will provide wider benefits to wellbeing such as reduced casualty rates and reduced road noise and vibration.

An effective speed limit policy can also contribute significantly to ensuring the efficient working and enforcement of road traffic regulations and the maintenance of effective traffic control.

Oxfordshire County Council will promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature, environment and location.

Oxfordshire County Council will permit sign only 20mph schemes to be implemented regardless of the existing speeds travelled.

Where a new 20mph speed restriction is proposed, the County Council will carry out a consultation with public bodies such as the police, district and parish councils and local residents as per our statutory duties.

Oxfordshire County Council will continue to work on the delivery of supporting measures to improve speed limit compliance. This includes the investigation of average speed cameras.

For Transport and Road Safety, respondents to the Cholsey Neighbourhood Plan (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) 45% of respondents (147 out of 330) never use the bus service 33% of respondents (110 out of 330) use the bus service occasionally.

It has been noticed that at the Church Road Railway Bridge (no raised footpaths) unsighted vehicles are cutting across lanes which could endanger pedestrians including schoolchildren. There are speed and school warnings before the bridge but these may be inadequate. The road “slow” markings are badly worn. The remains of the School sign is propped up in a hedge. The newer double yellow lines are confused with the older ones which have not been blacked out. The footpath verge gets turned to mud in the winter and the hedge grows out in the summer restricting the available footpath width.

## *Summary of community engagement*

The consultation Transport Plan documents will be made available to all Cholsey residents, together with a rating pro-forma to indicate which items of the plan are of most importance to residents and to collate any comments and suggestions in order to produce a balanced and completed plan. It is to be Cholsey’s Plan.

## **Building the evidence base - the need for evidence**

Planning guidance sets out that proportionate, robust evidence should support the choices made and the approach taken. Planning policies need to be based on clear planning rationale and proper understanding of the place they relate to, if they are to be relevant, realistic and to address local issues effectively. The data and analysis about a place is called the evidence base. This can include social, economic and environmental data. A large quantity of relevant evidence was provided with the Cholsey Neighbourhood Plan.

Whilst the evidence shows that Oxfordshire is in a good place for some things, there are also some significant challenges and areas where much more work is required. A summary of the key headlines is provided below:

- Since 1952 there has been a significant increase in car usage in the UK. This trend has been reflected in Oxfordshire, with vehicle miles increasing.
- Although bus usage in the county has increased overall since 2010, it has been declining since 2013/14.
- Rail usage has been increasing in the county and there are opportunities to further improve this.
- Whilst Oxfordshire is in a good starting place with regards to current walking and cycling levels, more still needs to be done to encourage usage.
- Road safety has improved but there have been some upward trends since 2018 and no level of casualties is acceptable.
- Transport is responsible for the largest proportion of greenhouse gas emissions in the county.
- How freight is moved is changing and Light Goods Vehicles (LGV) growth is projected to significantly increase.
- Oxfordshire has a rich and varied natural and historic environment, but certain habitats have been in decline in recent years.
- Oxfordshire has both urban and rural areas which will require different approaches.
- Oxfordshire has one of the UK’s strongest economies, however housing and economic growth are placing strain on the existing transport network.
- Digital connectivity is good in Oxfordshire and can play a role in reducing travel demand. However, there is a need to expand full-fibre and gigabit broadband coverage.



Common sources of local evidence include:

- the Neighbourhood Plan, and the evidence underpinning that plan or any emerging local plan;
- Strategic Housing Market Assessments (SHMA), Strategic Housing and Employment Land Availability Assessments (SHELAA), Strategic Housing Land Availability Assessments (SHLAA);
- other local authority plans and strategies, such as economic development strategies;
- any opinion-based research conducted by the local authority;
- socio-economic data (census and other data);
- technical reports, such as transport studies and public transport data;
- conservation area appraisals, buildings-at-risk surveys and landscape character studies;
- statutory lists (listed buildings, scheduled ancient monuments, registered parks and gardens);
- details of other environmental protection designations, such as tree preservation orders and sites of special scientific interest and areas of outstanding natural beauty;
- plans or data from other public bodies or statutory undertakers, such as health or education providers;
- other existing plans for an area, such as a community plan, parish plan or village design statement;
- local libraries, archives, websites.

## Local Transport evidence

Evidence includes the capacity of any transport network, public transport systems, facilities and safety for pedestrians and cyclists, car parking, proximity of major transport routes (e.g. railway stations, A roads). Sources include: local plan, local highways authority, transport plans and strategies, local public transport providers.

Any methodology or criteria used in decision-making should also be made available, such as the criteria used to select sites for housing, employment or other kinds of development or designation of Local Green Space.

Local green space designations: Neighbourhood plans may designate Local Green Space. If these are included, a plan showing the boundaries of each Local Green Space will need to be included.

A separate document has been provided that contains the evidence for the Cholsey Transport plan in a series of Appendices:

Appendix A: **Climate and ecological emergency action plan - draft**

Appendix B: **The South Oxfordshire Local Plan 2035**

Appendix C: **Localism Act 2011**

Appendix D: **Tasks from the agreed Cholsey Neighbourhood Plan**

Appendix E: **Climate Change**

Appendix F: **Flood**

Appendix G: **Cycling**

Appendix H: **Internet shopping**

Appendix I: **Working from home**

Appendix J: **Drone delivery**

Appendix K: **Click and collect**

Appendix L: **School travel plans – walking bus and cycle trains**

Appendix M: **Electric vehicles**

Appendix N: **E-Scooters**

Appendix O: **Older people, disabled people, non-car drivers, Blue Badge scheme**

Appendix P: **Connectivity**

Appendix Q: **Glossary of Acronyms & Planning Terms**

Appendix R: **Sources of information and support**

## Statutory requirements

Planning legislation requires publicity and consultation to take place on emerging neighbourhood plans. However, this tends to be late-stage, for example consulting on the draft plan prior to submission. Early stage, informal engagement is also required, from the earliest stages of the plan-making process. The completed Cholsey Neighbourhood Plan was submitted for independent examination, it was accompanied by a consultation statement, demonstrating that the legal requirements for consultation had been met.

All neighbourhood plans must meet 'the basic conditions' set out in planning legislation. These relate to having regard to national policy, achieving sustainable development, general conformity with strategic local policy. The plan must also comply with human rights law.

# 4. PROPOSED CHOLSEY TRANSPORT PLAN

The following Questionnaire tables summarise the proposed work items of the Cholsey Transport Plan.

All is subject to agreement. Some items are already agreed and contained in the original Cholsey Neighbourhood Plan.

Other items are closely linked to the Cholsey Climate and Ecological Emergency Action Plan and are cross referenced accordingly.

The Cholsey Transport Vision document will respond to the following options asked of residents and enable a revised list of the needs most important to residents:

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:

<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.



# 5. DRAFTING THE PLAN

## Overview

The evidence base and community engagement programme will provide understanding of the area and help to identify key issues regarding Transport. These could inform key aims and perhaps a vision for the plan. These in turn may then be translated into policies and, where appropriate, site allocations and Local Green Space designations.

This process will require leadership and co-ordination skills. Difficult choices may need to be made. Whilst community engagement should occur throughout the process, and people's views need to be given full consideration, some people may be unhappy with the decisions taken. Decisions must be based on rational judgements. This includes a willingness to make tough decisions and compromises. It is important to be transparent at all stages, making clear what decisions have been taken and explaining the rationale and reasoning behind them.

## Setting aims

In setting aims for a Transport Plan, it is necessary to assess and predict the social, environmental and physical trends affecting the area over that period. But aspirations should also be considered. The whole point of the Transport Plan is to have a positive impact. A careful balance needs to be struck between being ambitious, but also realistic.

Based on the evidence, community feedback and direct knowledge of the area, a useful approach may be to consider what is the neighbourhood's USP (unique selling point). This is about identifying those factors that make the area distinctive, attractive and a desirable place to live and work in. Or it may be about achieving an area's unrealised potential, such as increasing the usage of currently available transport provision.

Aims may address an area's weaknesses, build on its strengths and deal with any other issues identified. A plan could also have an overall vision, if this is thought to be helpful. The vision and aims should be as clear and concise as possible, as they will inform the policies of the plan.

Once the vision and aims have been developed, they should be publicised, together with an explanation of how they have been derived from evidence and community feedback.

## Transport

A neighbourhood plan may deal with transport insofar as it relates to new development. It may not deal with things like traffic management of existing networks, unless such management would be necessary to allow development to be approved. Examples of transport considerations relevant to planning include:

- ensuring that new development has adequate parking and servicing provision. This could include car parking, cycle storage and delivery areas for commercial development;
- making sure the layout of development allows for pedestrian convenience and safety;
- ensuring development includes cycle paths and storage;
- creating easy pedestrian access to public transport facilities in terms of direct and convenient connections;
- considering whether access arrangements to a site, existing or proposed, are adequate;
- making sure that local transport capacity is adequate to serve development. This could include consideration of highway capacity, train services, bus services and other modes of transport.

Many traffic matters fall outside of the scope of planning. For example, changes to traffic management on existing transport networks, including speed limits, are usually a matter for the highways authority. Policy on transport should seek to encourage a balanced and sustainable provision. The needs of non-car owners should be positively addressed. For example, pedestrian convenience and facilities for cyclists should be encouraged. Careful consideration should be given to creating convenient and safe links to surrounding areas. It may be necessary to encourage new roads, bus routes and other links to key development sites to support their development. Car parking needs to be carefully designed and positioned to create a distinctive sense of place and not to dominate the public realm.

## Drafting policy

The vision and aims will need to be translated into a practical set of policies, as the means to achieving them, and possibly site allocations or Local Green Space designations.

The Transport Plan supports and enhances the policies of a neighbourhood plan and the local plan together form the statutory development plan for the area and will be used as a basis for making decisions on planning applications. The National Planning Policy Framework (often referred to as the NPPF) is also an important material consideration.

It is essential to have copies of the existing adopted local plan and any emerging local plan policy documents to hand and to refer to them when developing policy. It will also be important to consider how the neighbourhood plan aligns with the policies in the National Planning Policy Framework and the guidance contained in Planning Practice Guidance (see later section on Meeting the basic conditions). The local planning authority must make clear which of their adopted local planning policies are strategic in nature. This will ensure that policies at all levels are complementary. A neighbourhood plan should not repeat national or local plan policies, as such policies already apply and repeating them causes confusion.

Policies should be written to give substance to the plan's aims and vision and help local planning authorities make decisions on planning applications in the neighbourhood area. Each policy should include a statement of purpose, a summary of relevant evidence and clear planning rationale (the thinking behind the policy), and the wording of the policy itself. The convention is for the policy itself to be in bold text. Policies may also be accompanied by explanatory text or by more detailed guidance to help make their interpretation clear. This will help to ensure the policies are applied as intended when they were written.

Policies are best written in a concise and unambiguous way, in order to give clear requirements for development to meet, to inform decision makers and those applying for planning permission. There is no need to use jargon or to write in a legalistic way. Indeed, it is better if the policies are written in simple and clear English.

Before and during writing policies, it is good idea to meet development management and/or planning policy officers from the local authority. Their views should be helpful in writing clear and effective policies and guidance.

Meeting developers, infrastructure providers and landowners in the neighbourhood area can be particularly helpful in clarifying expectations and ambitions and identifying local issues. Key public agencies and service providers should also be approached.

Policies can be written individually, but it is also important to consider how they will work collectively. Many policies will interact and it may be useful to cross-reference them. Collectively, the policies must help to achieve sustainable transport development. That means they must enable and allow growth, but also take into account the interests of future generations.

For significant issues, it may be useful to include a site-specific development or design brief, to augment the policies.

Drafting effective policies is precise and challenging work. Where planning consultants are being used, engaging them on policy drafting may be a particularly good use of time. This is also the case when dealing with complex technical matters, such as housing need.

It is essential to ensure that the plan and policies do not breach UK obligations.

## Site allocations and designations

A decision will need to be taken on whether to include specific site allocations in the Transport Plan or other means of defining the area of development such as locational policies or the definition of a growth envelope. This may involve identifying specific sites for employment, new community facilities or other kinds of development.

The first step would be to discuss this with the local planning authority. The local plan may set overall growth allocations for different parts of the local area. There may also be strategic site allocations made as part of the local plan or emerging local plan. As site allocations can be made in both local plans and neighbourhood plans, close liaison will be necessary to ensure that the allocations made by the different plans are complementary and distinctive.

Local developers and landowners also need to be engaged, especially where sites are being allocated. This allows representations to be made, will highlight any local issues (such as viability) and will help to establish which sites are available for development

The inclusion of site allocations in a Transport Plan is likely to make the need for strategic environmental assessment (SEA) more likely. The local planning authority will screen the emerging Transport Plan.

A clear and transparent methodology must be employed for making site allocations. This should include clear criteria for assessing sites. Such criteria could include things like vehicular access, landscape quality, agricultural grade, proximity to town or village centres, environmental constraints, road capacity, proximity to public transport, and proximity to community facilities. It is a good idea to consult on the selection criteria, before making draft site allocations and then consulting on them.

Site allocations must be evidence based. Of particular relevance may be the local planning authority's Strategic Housing Market Assessment, Strategic Housing Land Availability Assessment, or Strategic Housing and Employment Land Availability Assessment.

## Policy themes

The Transport Plan can interpret, add detail, clarify expectations or introduce new complementary policies to those already set out in the Cholsey Neighbourhood Plan, whilst having regard to the National Planning Policy Framework.

It is important to recognise that successful developments rely on employment, community facilities, public transport and good linkages to surrounding areas. Mixed-use development rather than large single use housing areas can help to reduce the need for travel to access employment and community facilities.

## Design

There is a direct relationship between quality of environment and an area's ability to attract investment, population and visitors. Good design can help to support local businesses and economic growth. It can also support and encourage healthier lifestyles, for example by creating safe, convenient and attractive environments for walking and for recreation. National policy makes clear that plans should not impose arbitrary stylistic preferences. It is usually best to focus on:

- ease of movement for pedestrians (sometimes referred to as permeability and connectivity);
- distinctive features like terraces, landmark buildings or parks;
- the use of key spaces and the public realm, including social and economic activities;
- the mix of uses in the area

Design policies can help to ensure that new development responds to these characteristics. Such policies can also enable and encourage creativity and innovation. Design codes could also be included.

## Non-planning matters

Often the process of preparing a plan will highlight non-planning issues or issues that cannot be dealt with by neighbourhood planning policies. This could include things like traffic management, street cleaning, environmental improvements, community projects or business support. A decision needs to be made on how to deal with such issues.

## National policy –sustainable development

The main source of national policies is the National Planning Policy Framework. This is a concise document dealing with a wide range of planning matters. The key theme of the National Planning Policy Framework is the presumption in favour of sustainable development. Sustainability has social, economic and environmental dimensions. Essentially, it is about enabling growth to cater for the needs of current generations, but ensuring that growth doesn't mean worse lives for future generations.

There are many ways in which a neighbourhood plan can address sustainable development. Some practical examples are:

- encouraging and requiring mixed transport provision, including accessible public transport, cycle facilities and safe and convenient pedestrian routes;
- encouraging mixed-use areas, thereby reducing the need for travel;
- ensuring a good mix of community facilities in the area;
- encouraging facilities to support and encourage home working, including fast broadband;
- requiring good urban design, creating safe, attractive, convenient, well-connected streets and spaces;
- ensuring new development enhances the viability of the village and local centres;
- enabling provision of varied local employment opportunities;
- requiring provision of a good mix of housing of different sizes to meet local need;
- considering the protection and enhancement of the natural environment including wildlife areas and high quality landscapes;
- encouraging and enabling the reuse and refurbishment of existing buildings;
- encouraging green development and local energy generation;
- prioritising brownfield sites;
- conserving historic buildings and areas and ensuring they remain in productive use and realise their potential.

# 6. BRINGING THE PLAN INTO FORCE

## Overview

After local agreement, responsibility for taking the process forward lies with the local planning authority. The local authority may publicise the plan and may arrange for independent examination. This will consider whether the Transport Plan meets the basic conditions and other legal requirements. The Cholsey Transport Plan should fit with the agreed revised Cholsey Neighbourhood Plan which will be part of the statutory development plan for the area.

## The 'consultation statement'

The focus of the 'consultation statement' is on the 7-week Cholsey Transport Vision document consultation. It should include a summary of previous community engagement and consultation that has been undertaken. This could include a summary of the main outcomes of such engagement and how this informed the content of the plan. This helps to demonstrate that there has been a rigorous programme of community and stakeholder engagement throughout the process.

The consultation statement should contain the following details:

- details of people and organisations consulted about the proposed Transport Plan;
- details of how they were consulted;
- a summary of the main issues and concerns raised through the consultation process;
- descriptions of how these issues and concerns were considered and addressed in the proposed Transport Plan.

Essentially, this is about demonstrating that there has been proper consultation and that representations have been taken into account.

## The 'basic conditions' statement

The 'basic conditions' statement needs to demonstrate how the Transport Plan proposal meets each of the basic transport needs. This provides a useful opportunity to explain how the basic conditions have been considered and how the plan meets their requirements. This includes:

- explanation of how regard has been made to relevant policies in the National Planning Policy Framework. It may be useful to list relevant national policies and explain how the neighbourhood plan policies have responded to them;
- an analysis of how the plan contributes to achieving sustainable development;
- explanation of how the Transport plan is in general conformity with the strategic policies in the local plan, including in meeting
- growth requirements;
- where required, an accompanying strategic environmental assessment report;
- confirmation that the plan is compatible with human rights legislation.

In addition the basic conditions statement needs to confirm that the plan meets other legal requirements, as follows:

- the plan is being submitted by a qualifying body as defined by the Localism Act (a designated neighbourhood forum or parish council);
- what is being proposed is an adjunct to the neighbourhood development plan (planning policy);
- the proposed plan states the period for which it is to have effect;
- confirmation that the policies do not relate to 'excluded development' (such as minerals extraction of nationally significant infrastructure);
- confirmation that the proposed plan does not relate to more than one neighbourhood area;
- confirmation that there are no other neighbourhood plans in place within the neighbourhood area.



# 7. ONCE THE PLAN COMES INTO FORCE

## Use of the plan in transport development management

### How will delivery of the Cholsey Transport Plan be funded?

Most of the policies identified in the CTP will require funding to deliver. However, councils cannot fund these from reserves and are reliant on central government funding for most transport improvements. The Government announced a £2 billion package to create a new era for cycling and walking on 9 May 2020. Government increases of £338 million to the cycling and walking budget were announced at the 30 July 2021 Spending Review.

Oxfordshire County Council will also work to identify alternative funding sources such as through the Oxfordshire Infrastructure Strategy.

Key potential funding sources are; funding bids, developer contributions, partnership working and demand management.

The Oxfordshire County Council Decarbonisation Plan sets out a role for revitalised local plans to set quantifiable targets in carbon reductions in transport for local areas. Guidance for designing sustainable local transport solutions will also be published and it is stated that this will be linked to funding for schemes.

At the planning application stage for developments, Section 106 obligations may be used to obtain local infrastructure improvements, where such improvements are necessary to allow the development to go ahead. Some local planning authorities may set a community infrastructure levy to raise funds for local infrastructure. However, this does depend on the local land economy and some local authorities have found community infrastructure levy to be unviable. So community infrastructure levy is unlikely to raise funds in areas where there are problems with development viability. Similarly, the scope for planning gain through Section 106 may be restrained by viability considerations.

It may be possible to apply for loans or grant funding for local projects outlined in the Transport plan. The challenge is to match funder aims and criteria to the project in question.

Funding sources could include:

#### **Government national programmes.**

Government programmes change, with new funding streams replacing older ones. Local authorities, local enterprise partnerships and grant-finding software and organisations like Locality can assist in identifying funding opportunities.

#### **Lottery funds.**

These can sometimes offer relatively high-rate grants for projects that deliver their aims. They include the Heritage Lottery Fund, Big Lottery, Arts Council and Sport England.

#### **Private funding.**

In some instances, it may be possible to obtain funding from private donors, local companies and local institutions or they may be prepared to directly deliver projects.

#### **Partnerships and collaboration**

Increasingly, partnerships and joint or cooperative working are the means to delivering regeneration and community projects. Potential partner organisations can include:

- housing associations and housing trusts;
- community development trusts, community land trusts and building preservation trusts;
- other not-for-profit and community organisations;
- local authorities;
- health and social care bodies
- local enterprise partnerships or business improvement districts;
- private developers or local firms;
- local institutions, including universities and educational institution

Local authorities should also adopt policies on 'asset transfer' so that local community groups can take on assets that are no longer required. Taking on assets may be a means to creating new community facilities, or maintaining existing ones. The Register of Community Assets and community right to bid may be used communities time to raise funds to acquire local community assets that are made available for purchase.

**Local authorities and other public service providers**

Local authorities and other public service providers deliver a range of services, often involving large budgets. They can include:

- public urban and green spaces; pedestrian and cycle paths; streets, signage, street furniture, verges and public car parks.

The Cholsey Transport Plan can form the basis of discussions and negotiations on how services and new facilities are provided.

**How will the Cholsey Transport Plan be monitored?**

The CTP will be reviewed on an annual basis. In order to monitor the CTP we will identify a set of key performance indicators (KPI's). We intend to publish annual monitoring reports to demonstrate progress on delivering the CTP progress made against the headline targets and performance against the KPI's. Certain tasks such as reduction in vehicle use, pedestrian and cycle usage etc. will require funding for setting base lines and regular surveys to map progress. If funding is not forthcoming then the efforts and enthusiasm of villagers may rapidly dwindle as they see no clear gains arising from their efforts.

We have not identified specific targets for all of the KPI's. Instead, all policies and schemes are working towards delivery of our headline targets and mode specific targets in supporting strategies. The KPIs will help to provide more detail and identify potential areas for further work. As part of the review process, we will assess the effectiveness of the KPIs and look at other ways of reviewing data.

**Key Performance (KPI) Focus area**

Transport emissions:	Road transport emissions (Mt CO2)
Walking and cycling:	Percentage of residents walking /cycling utility vs leisure Number of walking/ cycling trips
Physical activity:	Percentage of adults/children meeting physical activity recommendations
Healthy Streets:	Healthy Streets score improvements
Road safety:	Total number of KSI  Number of KSI per mode
Public transport:	Number of bus passenger journeys  Number of rail passenger journeys (rail station entries and exits)
Digital connectivity:	Percentage of premises with superfast broadband  Percentage of premises with full fibre broadband
Air quality:	Transport emissions in Cholsey  Years of healthy life lost due to air pollution
Private car:	Car vehicle miles in Cholsey

Number of car trips

Number of registered battery electric vehicles

Road highways maintenance condition: Percentage of roads in good/fair/poor condition

## Updating the plan

Changes in planning legislation and national policy will also need to be monitored, as these may have implications for the policies in the Transport plan. For example, if national policy was changed and then conflicted with policies of the Transport plan, the policies in question would be eroded. It may be necessary to consider revising the Transport plan, in order to find a resolution.

Similarly, changes in local plan policy should be monitored, especially where conflicts arise with the policies of the Transport plan.

Consideration of the above factors may lead over time to a need for the Cholsey Neighbourhood Plan to also be reviewed and updated. Recent changes to planning law make it easier to modify neighbourhood plans.

Minor updates that would not materially affect policies may be made by the local planning authority with consent from the neighbourhood planning body. In these circumstances, there is no need to repeat consultation, examination and the referendum. Similar provisions exist for correcting errors in a plan.

Substantial revision to the Transport plan would need to go through the later stages of the consultation process.

## Community led development

### Delivering transport development

Having a plan in place is just part of the story. The ambitions of the plan then need to materialise as real changes on the ground. Landowners and developers can help to achieve this. However, elements of the plan may need active interventions on the part of the community, the local planning authority, other organisations and key stakeholders. In both areas of high growth and areas of deprivation, there may be some kinds of development that the market is unable or unlikely to deliver. Community-led development may be the solution in such instances.

It is important to note that neighbourhood forums exist to produce neighbourhood plans and have a life of 5 years only. They do not have a formal role in the implementation of a neighbourhood plan. The members of a neighbourhood forum may wish to consider how they can stay involved and support implementation.

Many communities across the county have already embraced the opportunity to shape their development and future growth. Some of the earliest adopted neighbourhood plans in the country were produced in Oxfordshire.

The Cholsey Transport plan supports our Cholsey Neighbourhood Plan (CNP version 3) which was completed in Spring 2019. The CNP plan was underpinned by robust evidence and community views collected over a series of events. The policies and proposals have been tested with the community and modified during the plan's preparation. Our whole community participated in the process and for coming together and supporting the neighbourhood plan over a period of 23 months. Similarly, community input is a vital component of accepting the Cholsey Transport Plan which will be made available to residents along with the Cholsey Transport Vision consultation document.

## Status of CNP

Once a neighbourhood plan has been completed, it will have to be submitted to the local planning authority and then be subject to an independent examination. This will make sure that the proper legal process has been followed and that the plan meets the basic conditions described. Any necessary modifications are then made. Our Cholsey Neighbourhood Plan is currently under an updating revision.

Neighbourhood Plan policies are encouraged to be ambitious in their approach; it is an opportunity to build a positive vision of how your community will look in the future, including responding to the climate emergency, embedding healthy place shaping principles, and supporting thriving economies and communities.

A Cholsey Transport Plan aims to ensure Cholsey will continue to thrive, meeting the changing needs of the community whilst preserving the distinctive character, landscape and setting of the village that has evolved over nine centuries of history.

The Cholsey Neighbourhood Plan is a positive and ambitious plan, in addition to nearly 200 new homes we aim to also secure new community facilities including an extension to the primary school, a second pre-school, improved children's centre, a satellite surgery if the medical practice will agree, additional parking at the station, improvements to safety and the environment around the shops at The Forty, enhanced footpaths, road crossings and cycle paths and additional green space and allotments.

We have written this plan having regard to the future which will look different to the past.

