

APPENDICIES: TRANSPORT PLAN FOR CHOLSEY: FINAL DRAFT 26 February 2022

APPENDIX A

CHOLSEY PARISH COUNCIL

CLIMATE AND ECOLOGICAL EMERGENCY ACTION PLAN – DRAFT

From the CHEC 7 POINT ACTION PLAN (in line with the 7 CHEC groups)

Transport Actions

To reduce car dependency by:

- Providing pathways and joined up cycle routes to get to schools, the station, to work
- Encouraging car-sharing, car clubs, cargo bikes for communal use
- Providing parking facilities for bikes, trikes and cargo bikes
- Supporting the switch to electric vehicles, install charging points
- Promoting local, flexible, clean energy, public bus services
- Giving priority to walkers and cyclists, pedestrianise central areas
- Raising awareness about the carbon footprint of air travel
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Medium term:

- Raise funds for a cycle pathway connecting Wallingford / Cholsey / the station
- Set up a community car-sharing scheme

Long term:

- Cycle ways established
- Station becomes a 'Transport Hub'
- A pedestrianised village centre, EVs only, charging points

CHOLSEY FACTS

Map

Population	3,457 (2011 Census)		
Households	2231		
Av household size	2.4		
Av density (per hectare)	2.3		
Land area	16.52 km ² (6.38 sq mi)	Hectares	2451

CHOLSEY'S CARBON FOOTPRINT

Estimated total Gas emissions* **32,000** tonnes CO₂e** per year directly and indirectly

Gas emissions per resident **8.3 tCO₂e**

Av gas emissions per household **18.8 tCO₂e per year** UK average **13 tonnes**

Cholsey's emissions per household are nearly **50% higher than the national average.**

The impact of new housing developments

Gas emissions from building new homes is estimated to be on average 44 tonnes per house

The construction of 350 new houses in Cholsey will produce an additional **15,400 tonnes** on top of the **32,000 tonnes** we already produce.

This is an increase of 48%.

Just from construction of the houses. This does not include emissions from the construction of associated commercial buildings, roadways, paved areas and drainage systems.

EMISSIONS BREAKDOWN (t CO₂e)

Consumption of goods and services 6.47 (34%)

Travel 4.67 (25%)

EMISSIONS BREAKDOWN (t CO₂e)

Diesel fuelled railways 2.01 (12%)

Road Transport 2 (11%)

Aviation 1.49 (9%)

Shipping 0.59 (3%)

Other Transport 0.41 (2%) Waste management 0.07 (0.4%)

**Cholsey's carbon numbers come from an online Impact Tool (www.impact-tool.org.uk) The data is produced by the Centre for Sustainable Energy and the University of Exeter with government funding, and covers every parish in the country.*

***CO₂e stands for "carbon dioxide equivalent" and is a standard unit of measurement in carbon accounting. It expresses the impact of a number of different gases collectively as a common unit.*

APPENDIX B

The South Oxfordshire Local Plan 2035

The South Oxfordshire Local Plan 2035 was adopted at a meeting of Full Council on 10 December 2020. It now forms part of the development plan for the district and replaces the South Oxfordshire Local Plan 2011 and Core Strategy (2012).

The Local Plan 2035 was progressed to adoption under a Direction from the Secretary of State. The Plan and its supporting studies set out the future for development in South Oxfordshire up to 2035. The Plan identifies locations for housing, retail and employment land as well as the infrastructure required to support this growth. The policies in the development plan are the starting point for making decisions on planning applications in the district.

The plan items directly relevant to transport in Cholsey are :

INFRASTRUCTURE

INF1 Infrastructure Provision

TRANS1b Supporting Strategic Transport Investment

TRANS2 Promoting Sustainable Transport and Accessibility

TRANS3 Safeguarding of Land for Strategic Transport Schemes

TRANS4 Transport Assessments, Transport Statements and Travel Plans

TRANS5 Consideration of Development Proposals.

TRANS6 Rail

TRANS7 Development Generating New Lorry Movements

INF2 Electronic Communications
INF3 Telecommunications Technology

ENVIRONMENT

EP1 Air Quality
EP3 Waste Collection and Recycling
EP4 Flood Risk

The need for, and importance of, providing adequate, appropriate and timely infrastructure is a strong message that comes from local residents during consultations, who are often concerned that the necessary infrastructure is not provided, or not provided quickly enough

The Oxfordshire Growth Board has helped to provide evidence and map strategic infrastructure requirements for Oxfordshire over the next 15-20 years.

Policy INF1: Infrastructure Provision

1. New development must be served and supported by appropriate on-site and off-site infrastructure and services.
2. Planning permission will only be granted for developments where the infrastructure and services needed to meet the needs of the new development are already in place or will be provided to an agreed timescale. Infrastructure includes the requirements set out in the Council's Infrastructure Delivery Plan, Leisure Study, Green Infrastructure Strategy, any relevant made Neighbourhood Development Plans, and/or infrastructure needed to mitigate the impact of the new development.
3. Infrastructure and services, required as a consequence of development, and provision for their maintenance, will be sought from developers, and secured through planning obligations, conditions attached to a planning permission, other agreements, and funding through the Council's Community Infrastructure Levy (CIL) or other mechanisms. This applies equally where external funding for infrastructure necessary for development has been secured (including where the infrastructure is delivered ahead of development), on the expectation that funding shall be recovered from development.
4. Development will also need to take account of existing infrastructure, such as sewerage treatment works, electricity pylons or gas pipelines running across development sites. Early engagement with infrastructure providers will be necessary, with any changes set down and agreed at planning application stage, for example through planning conditions.

The highway authority, Oxfordshire County Council manages and maintains the local road network and prepares a countywide Local Transport Plan which sets out policies and strategies for developing the transport system across the county.

Oxfordshire is relatively self-contained in terms of trips and the level of travel to work trips made within the County is approximately 70%.

The main requirements of national policy relating to transport are to reduce the need to travel, promote more sustainable modes of transport, and improve accessibility.

Policy TRANS1b: Supporting Strategic Transport Investment

- viii) support, in association with major development, the delivery of new or improved roads, such as a bypass or edge road, including sustainable transport improvements, linked where appropriate with relevant Neighbourhood Development Plans and any wider County Council highway infrastructure strategy.

Oxfordshire County Council has published their Local Transport Plan 4 (LTP4), and it will be important that, as far as possible, the Local Plan supports delivery

of identified schemes to improve highway and public transport networks. The LTP4 also supports promotion of sustainable travel.

New development can help fund and enable the provision of new public transport, walking and cycle links between homes, jobs, shops and other facilities such as health centres and help tackle climate change.

Road and rail connections within and through South Oxfordshire are currently experiencing significant growth in demand because of strong economic growth. This is set to continue as new homes and jobs come forward in the district and the surrounding areas.

Policy TRANS2: Promoting Sustainable Transport and Accessibility

1. The Council will work with Oxfordshire County Council and others to:

- i) ensure that where new development is located close to, or along, existing strategic public transport corridors, bus and/or rail services can be promoted and strengthened in response to increases in demand for travel and freight;
- ii) plan positively for rail improvements within the area that support improved connectivity to areas of new development;
- iii) ensure new development is designed to encourage walking and cycling, not only within the development, but also to nearby facilities, employment and public transport hubs;
- iv) support provision of measures which improve public transport (including Park & Ride), cycling and walking networks within and between towns and villages in the district; promote and support improvements to the transport network which increase safety, improve air quality, encourage use of sustainable modes of transport and/or make our towns and villages more attractive;
- vii) adopt an approach to the provision and management of car parking aimed at improving the attraction of our town and village centres; and
- viii) ensure the needs of all users, including those with impaired mobility are planned for in development of transport improvements

In Neighbourhood Development Plan areas, it will be important to ensure that sustainable transport movements are incorporated into Neighbourhood Development Plans. These improvements will also need to be complemented by relevant and reasonable upgrades to surrounding highway networks to mitigate impacts of development, which should include taking into account air quality considerations where relevant. The provision and management of car parks will be key given that within a rural district such as South Oxfordshire the car will continue to play a role in providing transport accessibility for many. It will also be important to ensure the sustainable transport network around Oxford is strengthened and improved to take account of the proposed strategic development here

There is a need to safeguard land to ensure that any proposals for development do not prejudice their future delivery. Those schemes identified as needing land for safeguarding will help support the delivery of Local Plan growth,

Policy TRANS3: Safeguarding of Land for Strategic Transport Schemes

1. Land is safeguarded to support the delivery of the following identified transport schemes:

A bypass for Benson

A4130 road safety improvements

Policy TRANS4: Transport Assessments, Transport Statements and Travel Plans

1. Proposals for new developments which have significant transport implications that either arise from the development proposed or cumulatively with other proposals will need to submit a Transport Assessment or a Transport Statement, and where relevant a Travel Plan. These documents will need to take into account Oxfordshire County Council guidance and Planning Practice Guidance²⁷ and where appropriate, the scope should be agreed with Highways England²⁸.

2. Appropriate provision for works and/or contributions will be required towards providing an adequate level of accessibility by all modes of transport and mitigating the impacts on the transport network. Consideration should be given to the cumulative impact of relevant development both in South Oxfordshire and adjacent authorities, and how this links to planned infrastructure improvements. This should take into account the latest evidence base work, which, where relevant, will inform the scoping of the Transport Assessment and Travel Plan. The Transport Assessment or Transport Statement should, where relevant:

- i) illustrate accessibility to the site by all modes of transport;
 - ii) show the likely modal split of journeys to and from the site;
 - iii) detail the proposed measures to improve access by public transport, cycling and walking to reduce the need for car travel and reduce transport impacts;
 - iv) illustrate the impact on the highway network and the impact of proposed mitigation measures where necessary;
 - v) include a Travel Plan (that considers all relevant forms of transport including accessible transport for disabled people) where appropriate; and
 - vi) outline the approach to parking provision.
4. Where relevant, evidence obtained from this detailed work will inform the number and phasing of homes to be permitted on proposed development sites and will be established (and potentially conditioned) through the planning application process, in consultation with the highway authority.
5. In accordance with the guidance, Travel Plans will be required, implemented and monitored for all developments that will generate significant amounts of movement

The Travel Plan will need to take into account the needs of all those travelling to/from the new development, including disabled people, and their need for accessible transport. Transport also needs careful consideration as part of the wider master planning and site design development.

Promotion of sustainable transport access and provision of on-site facilities will also need to take account of wider environmental impacts and issues such as air quality, particularly where Air Quality Management Areas are in place

Policy TRANS5: Consideration of Development Proposals

1. Proposals for all types of development will, where appropriate:
 - i) provide for a safe and convenient access for all users to the highway network;
 - ii) provide safe and convenient routes for cyclists and pedestrians, both within the development, and including links to rights of way and other off-site walking and cycling routes where relevant;
 - iii) provide for covered, secure and safe cycle parking, complemented by other facilities to support cycling where relevant;
 - iv) be designed to facilitate access to high quality public transport routes, including safe walking routes to nearby bus stops or new bus stops;
 - v) provide for appropriate public transport infrastructure;
 - vi) be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment;
 - vii) where new roads, pedestrian routes, cycleways and street lighting are to be constructed as part of the development, they should be constructed to adoptable standards and be completed as soon as they are required to serve the development;
 - viii) make adequate provision for those whose mobility is impaired;
 - ix) be designed to enable charging of plug-in and other low-emission vehicles in safe, accessible and convenient locations;
 - x) provide for loading, unloading, circulation and turning space;
 - xi) be designed to enable the servicing of properties by refuse collection vehicles;
 - xii) provide for parking for disabled people;
 - xiii) provide for the parking of vehicles in accordance with Oxfordshire County Council parking standards, unless specific evidence is provided to justify otherwise; and
 - xiv) provide facilities to support the take up of electric and/or low-emission vehicles

Demand for use of rail services is growing strongly, and there are plans to significantly improve rail services operating to and through South Oxfordshire²⁹.

In the short-term, there is a focus on enhancing rail services to Didcot

In the longer-term there is likely to be a need for upgrades at Culham and other smaller stations such as Cholsey and Goring-on-Thames in association with significant infrastructure investment and to serve new areas of homes and jobs.

Examples of upgrades could be expansion or enhancements of car or cycle parking, and are likely to be informed by development of Station Travel Plans.

Policy TRANS6: Rail

1. Where required, and not covered within the scope of permitted development, planning permission will be granted for proposals which:
 - i) improve rail services in South Oxfordshire;
 - ii) improve access to rail services including for disabled people; and/or

iii) improve facilities at railway stations such as car and cycle parking and upgrades to interchanges provided that there are no significant adverse effects on the environment or amenities of residents

It is recognised that development that results in significant increases in the movements of lorries, such as logistics operations needs careful consideration in planning terms, and that in general these types of operations are more appropriate in locations with good access to strategic transport networks. Detailed transport assessment work will need to be undertaken to understand environmental impacts and appropriate mitigation, and wherever possible sustainable transport access should be promoted for staff and visitors

Policy TRANS7: Development Generating New Lorry Movements

1. Proposals for development leading to significant increases in lorry movements, such as freight distribution depots should only be permitted in locations where:
 - i) any increase in lorry movements can be appropriately accommodated on the surrounding road network;
 - ii) the opportunities for sustainable transport access have been maximised; and
 - iii) the development does not result in adverse environmental effects on the surrounding area

From a transport perspective, provision of high quality broadband will also be important in supporting new ways of working such as flexible hours and working at home that help reduce pressure on the transport network, particularly at peak times, and support the vitality of our towns and villages.

Policy INF2: Electronic Communications

1. The Council will work with Oxfordshire County Council and others to promote faster, more reliable and more comprehensive coverage of electronic communications.
2. Proposals for all new development should ensure appropriate infrastructure is provided during construction, sufficient to enable all development to be connected to full fibre broadband without any post development works

The availability of advanced ICT infrastructure including high-speed broadband access is important for the success of the local economy and skills development

Policy INF3: Telecommunications Technology

1. In accordance with Government advice, if a proposed installation meets the International Commission on Non-Ionising Radiation

Protection (ICNIRP) guidelines for public exposure then it will not be necessary to consider further health aspects and concerns.

2. Prior approval (or planning permission where required) for the siting and appearance of antennae will be granted for telecommunications installations provided that the following criteria are met:

- i) the siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity, character or appearance of the surrounding area in accordance with design policies and where appropriate heritage and/or ecological policies;
- ii) if on a building, apparatus and associated structures should be sited and designed to seek to minimise impact to the external appearance of the host building;
- iii) if proposing a new mast, it should be demonstrated that the applicant has fully explored the possibility of erecting apparatus on existing buildings, masts or other structures; and
- iv) when considering applications for telecommunications development, the Council will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.

3. Any planning permission will contain conditions to ensure that when any facility ceases to be used, becomes obsolete, or falls into disrepair, the demolition and removal of all works is undertaken, both above and below ground, and the reinstatement of the site to its original condition or to an agreed specification, will be required.

The future telecommunication requirements of a new development should be given careful consideration at the design stage to minimise visual intrusion, not adversely affect the amenity of nearby residents, allow for easy maintenance and future growth

Policy EP1: Air Quality

1. In order to protect public health from the impacts of poor air quality:

- i) development must have regard to the measures laid out in the Council's Developer Guidance Document and the associated Air Quality Action Plan, as well as the national air quality guidance and any Local Transport Plans;
- ii) where sensitive development is proposed in areas of existing poor air quality and/or where significant development is proposed, an Air Quality Assessment will be required;
- iii) all development proposals should include measures to minimise air pollution at the design stage and incorporate best practice in the design, construction and operation of the development;
- iv) where a development has a negative impact on air quality, including cumulative impact, developers should identify mitigation measures that will sufficiently minimise emissions from the development. Where mitigation is not sufficient the impacts should be offset through planning obligations; and

v) development will only be permitted where it does not exceed air pollution levels set by relevant European and UK regulations

Policy EP3: Waste Collection and Recycling

1. Development proposals for residential use must ensure:
 - i) adequate facilities are provided for the sorting, storage and collection of waste and recycling;
 - ii) sufficient space is provided for the storage and collection of individual or communal recycling and refuse containers; and
 - iii) access is provided that is safe for existing users/residents and for refuse and recycling collection vehicles.
2. Development proposals for non-residential use must ensure:
 - i) sufficient space is provided for the storage of communal recycling and refuse containers; and
 - ii) provision is made that is adequate for the proposed use. The location and design of recycling and refuse provision should be integral to the design of the proposed development.
3. In assessing recycling and refuse provision, the following points should be considered:
 - i) the level and type of provision, having regard to the above requirements and relevant space standards;
 - ii) the location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles;
 - iii) the impact of the provision on visual amenity, having regard to the need to minimise the prominence of the facilities and screen any external provision;
 - iv) the impact of the provision on health and amenity of neighbouring development and the proposed development; and
 - v) the security of the provision against scavenging pests, vandalism and unauthorised use.
4. Recycling and refuse storage should be separate from cycle storage, car parking and key circulation areas.
5. Development will not be permitted if recycling and refuse provision that meets the above requirements cannot feasibly or practicably be provided.

Policy EP4: Flood Risk

1. The risk and impact of flooding will be minimised through:
 - i) directing new development to areas with the lowest probability of flooding;
 - ii) ensuring that all new development addresses the effective management of all sources of flood risk;
 - iii) ensuring that development does not increase the risk of flooding elsewhere; and
 - iv) ensuring wider environmental benefits of development in relation to flood risk.
2. The suitability of development proposed in Flood Zones will be strictly assessed using the 'Sequential Test' and where necessary the 'Exceptions Test'. A sequential approach should be used at site level.
3. A site-specific Flood Risk Assessment (FRA) should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1 a FRA should

accompany all proposals involving:

- sites of 1 hectare or more;
- land which has been identified by the Environment Agency as having critical drainage problems;
- land identified in the Strategic Flood Risk Assessment as being at increased flood risk in future; or
- land that may be subject to other sources of flooding, where development would introduce a more vulnerable use.

4. All development proposals must be assessed against the current South Oxfordshire Strategic Flood Risk Assessment or any updates and the Oxfordshire Local Flood Risk Management Strategy to address locally significant flooding. Appropriate mitigation and management measures must be implemented and maintained.

5. All development will be required to provide a Drainage Strategy. Development will be expected to incorporate Sustainable Drainage Systems and ensure that run-off rates are attenuated to greenfield run-off rates. Higher rates would need to be justified and the risks quantified. Development should strive to reduce run-off rates for existing developed sites.

6. Sustainable Drainage Systems should seek to enhance water quality and biodiversity in line with the Water Framework Directive.

Areas of South Oxfordshire are at risk of flooding and the impact of climate change is important. Climate change allowances should be taken into consideration in Flood Risk Assessments as set out in National Planning Practice Guidance. The planning system has an important role to play in minimising flooding, the risk of flooding and increasing resilience.

A sequential, risk-based approach to locating development, referred to as applying the Sequential Test, and if necessary, the Exception Test should be applied, taking into account climate change

Neighbourhood

planning groups considering proposed development within areas at risk of flooding must apply the Sequential Test to the whole neighbourhood area. If necessary, the Exception Test should also be applied. The Environment Agency provides bespoke advice where developments in high flood risk areas require a site-specific Flood Risk Assessment. Should mitigation be required, it is expected for those measures to be in the application proposals and part of the development.

Where the redevelopment or change of use of a previously developed site in Flood Zone 2 or 3 is proposed, opportunities should be taken to:

- reduce vulnerability to flooding by promoting less vulnerable and water compatible uses; and
- reduce the built development footprint, thus improving floodplain storage and flow paths

APPENDIX C

Localism Act 2011

Since 2012, local communities have had the legal power under the Localism Act 2011 to produce neighbourhood plans for their area. The Localism Act sets out a series of measures with the potential to achieve a substantial and lasting shift in power away from central government and towards local people. The Act aims to provide the flexibility to find the best solution for the circumstances of the local area with layers of bureaucracy from above removed. People can get involved with the matters of most concern to themselves. Good ideas, whatever their source, do not get overlooked. Government alone does not make great places to live, people do. A referendum ensures that the community has the final say on whether the neighbourhood plan comes into force as part of the development plan.

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 Localism Act gives Parish Councils, community and voluntary groups the right to express an interest in taking over the running of a local authority service. The local authority must consider and respond to this challenge; and where it accepts it, run a procurement exercise for the service in which the challenging organisation can bid.

The Cholsey Neighbourhood Plan feeds into the planning system helps decide who can build what, where and how. It makes sure that buildings and structures that the country needs (including homes, offices, schools, hospitals, roads, train lines, power stations, water pipes, reservoirs and more) get built in the right place and to the right standards. A good planning system is essential for the economy, environment and society.

In many cases there are very strong reasons for neighbouring local authorities, or groups of authorities, to work together on planning issues in the interests of all their local residents. This might include working together on environmental issues (like flooding), public transport networks, or major new retail parks.

Local communities with local support through a referendum will be able to use neighbourhood planning to grant full or outline planning permission in areas where they most want to see new homes and businesses, making it easier and quicker for development to go ahead.

Provided a neighbourhood development plan or order is in line with national planning policy, with the strategic vision for the wider area set by the local authority, and with other legal requirements, local people will be able to vote on it in a referendum. If the plan is approved by a majority of those who vote, then the local authority will bring it into force.

There is no timeframe within which neighbourhood plans are required to be reviewed or updated. However, when other policies in the development plan are updated, this may mean that existing neighbourhood plan policies become out-of-date, for example where they conflict with a strategic policy or where they are superseded by other local policies.

Similar powers have been given to Fire and Rescue Authorities, Integrated Transport Authorities, Passenger Transport Executives, Combined Authorities and Economic Prosperity Boards.

More information and details of support can be found at
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/1985896.pdf>

[Section 70\(2\) of the Town and Country Planning Act 1990 \(as amended\)](#) provides that a local planning authority must have regard to a post-examination draft neighbourhood development plan, so far as material to the application.

TASKS FROM AGREED CHOLSEY NEIGHBOURHOOD PLAN

(To be updated when the Revised Cholsey Neighbourhood Plan 2022 is agreed)

Tourism

Objective O10



To further develop tourism within the village

Evidence

The Dame Agatha Christie Trail begins in The Market Place, Wallingford, and passes Winterbrook House where she lived with her husband Max Mallowan (1934-1976). Continuing along Winterbrook Lane and the footpath, which crosses the by-pass, the trail runs parallel to the Cholsey-Wallingford railway line to St Mary's Church and her grave.

We would support the further small-scale development of tourism within the village, and particularly aspire to have a permanent display to enhance The Dame Agatha Christie Trail, and to improve signage to facilities.

The Cholsey & Wallingford Railway is a rural branch line of GWR and runs between Wallingford and Cholsey. Visitors travel on 1950's coaches pulled by Heritage diesel locomotives or a visiting steam engine. Trains run on selected weekends and bank holidays throughout the year, and there are special trains for events such as 'Easter', 'St George's Day', 'Agatha Christie Day', and many more.

Policy CNP I10

Small scale proposals for local tourism will be supported, provided they are also in accordance with the relevant policies in the Development Plan. The provision of appropriate signage and a permanent display to enhance The Dame Agatha Christie Trail and to direct visitors to village facilities will be particularly supported.

Transport

Objective TO1

To promote walking, cycling and public transport as the first-choice travel options for Cholsey residents and ensure the new development connects to and where possible improves the walking and cycling network.

Objective TO2

To ensure that new development and its associated access to the road, footpath, and cycle networks takes place in areas which minimise traffic hazards on existing roads and where opportunities arise, enhance road safety for all users.

Evidence

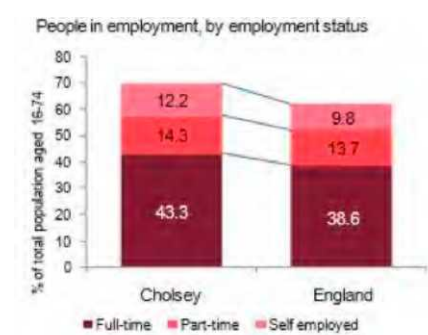
269. The Community Survey showed that residents felt that getting around should be made easier with improved walking, cycling and bus options within the village and between Cholsey, Wallingford and Didcot.

270. The speed of traffic and the narrowness of many pavements makes residents feel unsafe whilst cycling and at road crossings. Specific issues have been identified including:

- Church Road is unsafe for schoolchildren at school start/finish times
- Cholsey has many narrow roadside footpaths.

271. Specific areas have been identified as needing improved road crossings:

- Reading Road from the Fair Mile to Papist Way and the ‘Vet’s Path’ byway
- around the Forty
- Church Road
- Wallingford Road which has footpaths on one side only
- Honey Lane
- Wallingford by-pass



Source: Census 2011 (tables KS601EW, KS604EW, KS605EW)

272. Traffic survey work for a proposal on CHOL1 (Clarkbond) measured junction traffic flows at:

Wallingford Road and Goldfinch Lane junction

Wallingford Road/The Forty/Church Road mini roundabout

The Forty/Ilges Lane/Honey Lane/Station Road double mini roundabout

- A4130/Wallingford Road roundabout
- A4130/A329 roundabout

273. These locations were operating with significant reserve capacity and with minimal queuing or delay.

274. The Community Survey showed that 76% of respondents want designated on and off-road cycle routes throughout the village, and 76% want alternative pedestrian/cycle routes from Cholsey to Wallingford. 68% of respondents want an improved safe crossing at the Wallingford by-pass. 86% of respondents want better maintenance of pavements/hedges.

275. There are no formal pedestrian crossing facilities in the village, 74% of community survey respondents want a pedestrian crossing at 'The Forty' and 77% want an upgraded pedestrian crossing at the Reading Road.

Commentary

276. Cholsey's roads and paths should be safe, attractive and encourage non-car travel. The village should be accessible and safe for walking and cycling, have good public transport connections and a safe and efficiently functioning road network with enough parking for residents.

277. Convenient footpath and cycle paths should be provided in new developments. Providing new dedicated cycle paths around the village is not likely to be possible due to the narrow width of many roads and the need to allow roadside parking as many homes do not have off-road provision.

278. To encourage more cycling to and from Wallingford a combined footpath and cycle path has recently been made along the West side of Wallingford Road from the village to the roundabout on the A4130 Wallingford by-pass. This path is relatively narrow around 1.8m wide and so some cyclists still prefer to use the road. It would be advantageous to improve this route; this may be possible as part of the gravel extraction on the adjoining land. The footpath along the west side of Reading Road has also been improved and is now continuous, although it is also narrow and overgrown in places. There is no dedicated crossing of the A4130.

279. Footways, and the general condition of road surfaces in Cholsey have deteriorated considerably, this causes difficulties for users with children in buggies, the elderly and infirm, and those using wheelchairs and mobility scooters. Relevant authorities will be alerted where conditions are dangerous. Particularly bad areas are outside the Tesco supermarket at The Forty, Station Road junctions and Honey Lane.

280. National Cycle Network Route 5 passes along Wallingford High Street, this is 3.5km away.

Policy CNP T1

281. Where appropriate new developments should connect to, and where possible, improve Cholsey's walking and cycling network. Where appropriate traffic calming, new junction arrangements and dedicated cycle and pedestrian paths should be provided.

Pledge T1:

282. The Parish Council will explore the feasibility of including a pedestrian crossing facility on the Reading Road close to the junction with Papist Way and Ferry Lane in the CIL spending plan.

Pledge T2:

283. The neighbourhood plan group will work with public transport providers to endeavour to secure convenient and reliable public transport options, including a bus service for primary school children.

Objective TO3

284. To support the development of facilities that encourage the use of public transport including the improvement of the railway station through the provision of access for the disabled and secure and adequate cycle parking.

Evidence

285. The Community Survey showed that residents felt that facilities for cyclists and the disabled at Cholsey Station are poor or non-existent. Also, that 74% of respondents want more parking spaces at the railway station and 61% want additional parking spaces for the disabled at the station. Goring Station has already been fitted with lifts for the disabled and those with prams.

Commentary Rail Services

286. Cholsey railway station is an attractive amenity with half hourly services to Didcot, Oxford, Reading and London throughout the day. It is used by people from Wallingford and other local villages. The recent electrification has increased capacity to allow larger trains to use the line.

287. The station carpark has not been expanded and is already used beyond capacity so local roads are being used extensively for parking causing problems for residents and other road users. Some motorists ignore parking restrictions and park along Station Road near the station, and on roads throughout the village, causing considerable inconvenience to residents during the day. Occasionally parking outside designated bays in the upper car park results in Hutt's coal delivery lorries not being able to access the coal storage area. The parking restrictions in place at Station Road and Papist Way to stop all day parking are not regularly enforced.

288. Discussions are underway between GWR, Hutt's the coal merchants (who own the land) and APCOA (who run the existing car park), with a view to extending the upper station car park to provide around 50 additional spaces. Pressure should be brought to have parking restrictions at The Forty and along Station Road enforced. There are no obvious places for a convenient larger station car park.

289. Safe cycle routes around the village and to Wallingford, and secure cycle parking at the station, are a high priority to avoid speeding and parking issues around the village escalating.

290. The station does not currently have facilities for disabled access, and disabled train users must access services at Didcot some 5 miles away. An access for the disabled could be made from the upper

station car park to the eastbound platform. GWR has been asked to investigate this as part of the platform extension works.

Bus Services

291. Thames Travel operates a circular clockwise bus service between Cholsey, Wallingford and Benson (and on to Henley on Thames). On weekdays the service runs half hourly from 6am to 9pm. The Saturday service is hourly and on Sundays there is a limited service from Cholsey to Wallingford only. There are specific bus stops for pupils attending Wallingford school for drop-off and pick-up during school term time. There does not appear to be a high demand for a late-night service at the weekend, 56% of returns from the community survey did not want more frequent bus services at the weekend.

292. One disadvantage of the circular route is that there are no return services around the village and specifically not from the railway station to the Fair Mile. 79% of the survey returns indicated there was no demand for this. The bus company indicate that a return route operated in the past but was not well used. Although overall the bus service appears well used, 45% of respondents to the community survey never use the bus. The service has been supported by funds from the Fair Mile development, but these have now been used and the service needs to operate on a commercial basis, this is likely to mean a reduction in services.

293. Improvements to bus stops and shelters and travel information would make bus travel more attractive.

294. The bus service to Wallingford connects to routes from Wallingford to Reading and Oxford and to Didcot, Henley on Thames and Abingdon.

Policy CNP T2

295. Proposals which improve public transport facilities, increase disabled provision and secure off-road car and cycle parking provision for rail users at Cholsey Station will be supported and encouraged. Where appropriate proposals should be designed to minimise their impact on the AONB.

Pledge T3:

296. The neighbourhood plan group will investigate opportunities to increase the quantity of off-road parking available at Cholsey Station and will strongly encourage the relevant authorities to provide more car parking, secure cycle parking, cycle transport and disabled access.

Objective TO4

297. To improve parking arrangements in Cholsey at the Forty and the primary school.

Evidence

298. The Community Survey showed that residents are particularly concerned about:

- the limited parking for shoppers at the Forty

- the limited parking in Church Road and resultant parking on pavements, on zigzag and double yellow lines and blocking driveways

300. The Community Survey canvassed ideas for more parking:

64% of respondents did not want to convert an area of the recreation ground into a car park.

72% of respondents did not want an open space near the centre of Cholsey to be made into a car park.

73% of respondents wanted off-road parking at Church Road to provide more safety for school children.

Commentary

301. Cholsey shops are attractive for residents and those using the station as well as people living in nearby smaller villages with no shops. Car parking is an increasing problem and frequently results in chaotic and dangerous situations particularly at peak periods, which in the morning coincide with children walking to school. Tesco deliveries add to these difficulties. The Forty is a focal point in the village and the area around the green on the south side is a conservation area.

302. Church Road suffers congestion caused by users of the Laurence Hall (playgroups and private hirers), the day centre for the elderly and private hirers, the pre-school and primary school, and the public gated access to White Meadows recreation ground. There is off-road parking available at the church car park, to the east of the railway.

303. The railway bridge is now one-way only, with traffic light control and a designated pedestrian lane marked on the road. This is a significant improvement for pedestrians; however, many feel it is not ideal and would prefer a raised pavement.

Pledge T4:

304. The neighbourhood plan group will investigate potential improvements to the parking and manoeuvring arrangements at the Forty to improve safety and enhance its appearance as an important public space. It will be considered for inclusion in the CIL spending plan.

Pledge T5:

305. The neighbourhood plan group will consider options for encouraging more children to walk or cycle to school and for improving parking provision at the Primary school.

Objective T05

306. To improve the safety of cyclists and pedestrians in the village, particularly from excess traffic speed, areas of prime concern include:

- children getting to and from the primary school in Church Road
- pedestrians around The Forty

Evidence

307. Appendix 6 provides detailed information taken from traffic surveys and analyses carried out in the village.

308. Respondents to the community survey agreed, by large majorities, that all locations identified had speeding concerns. Wallingford Road: 82% (of 292 respondents) agree that speeding was a problem. The figures for Station Road were 76% (of 282 respondents) and Church Road: 73% (of 278 respondents).

309. In 2014 average two-way traffic flow on Wallingford Road was approximately 4200 vehicles per day and peak hourly counts of approximately 400 vehicles per hour per day in both the morning and evening peaks. Within the 30mph speed limit area the 85% percentile speeds were below the speed limit during the morning and evening weekday peaks. However, they were above the speed limit at other times and 37% of vehicles travelling in either direction were travelling faster than the 30mph limit. A significant proportion of traffic through the village arises from station users and the need to meet train times may cause speeding issues.

Commentary

310. Traffic speeding in Cholsey remains a problem. Unfortunately, traffic calming measures proposed by Cholsey Parish Council were not built by OCC, but some measures will be installed if the East End Farm (CHOL1) development goes ahead. Any proposals for developments that increase traffic on the Wallingford Road should include proposals for traffic calming. It is recognised that on-road parking helps to slow traffic.

Pledge T6:

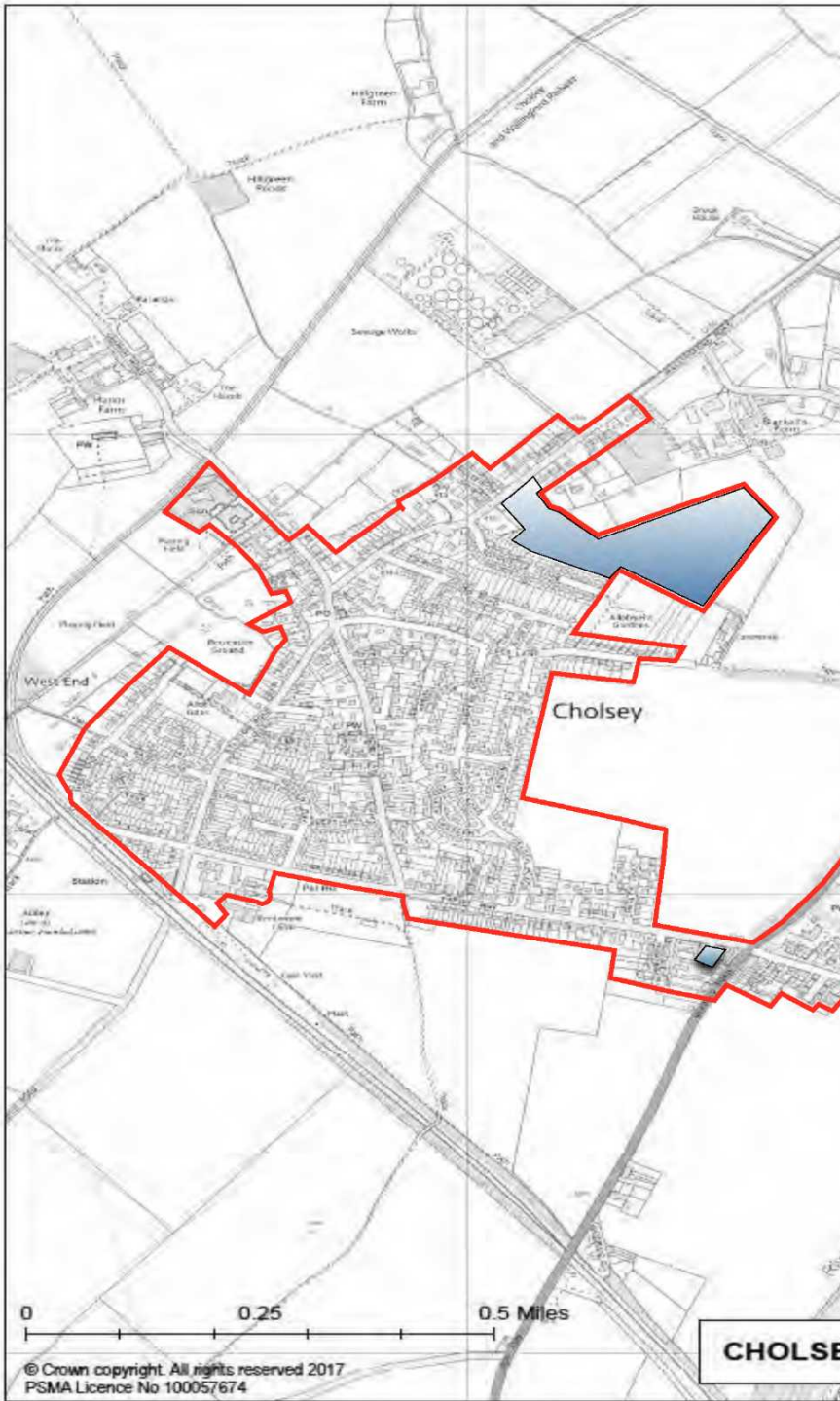
311. The neighbourhood plan group will seek the imposition of appropriate speed limits and traffic calming measures. Buildouts are preferred to speed humps. This will include:

- Wallingford Road - 30 and 50mph
- Station Road, Church Road, Honey Lane, Ilges Lane - 20mph

Church Road east of Manor Farm, Westfield Road, Hithercroft Road - 20mph with crossing facilities

More detailed evidence is provided in the Cholsey Neighbourhood Plan. Refer to Appendix 8: Traffic Modelling and Road Safety Audit Stage 1. Key items from the Road Safety Audit Stage 1 are contained below:

Proposals Map



Legend



Cholsey Pr

Issues identified	Objectives	Policy
• maintain a distinction between Cholsey and Wallingford	EO3 <u>To</u> ensure that rural areas are protected to avoid unsustainable development, to provide an attractive rural setting for Cholsey and to retain the separate identities of Wallingford and Cholsey.	CNP E1 CNP E3 CNP H2
Traffic in the village causes congestion, road safety concerns and deters walking and cycling.	HO7 <u>To</u> ensure that the main highway access for new housing sites is positioned to minimise traffic through the village and that sites have good access for vehicles, cycles, pedestrians and to public transport. TO1 <u>To</u> promote walking, cycling and public transport as the first choice travel options for Cholsey residents and ensure that new development connects to, and where possible, improves the walking and cycling networks TO2 <u>To</u> ensure that new development and its associated access to the road, footpath and cycle networks, takes place in areas which minimise traffic hazards on existing roads and where opportunities arise, enhance road safety for all users.	CNP H1 CNP 1a CNP T1 CNP T2 Pledges T1, 2,6
Congestion from traffic volumes, station and shop users and extensive roadside parking, also poor junction arrangements and visibility particularly on Papist Way, Ferry Lane, Ilges Lane and Church Road. Some junctions beyond capacity.	HO8 All new and extended homes should have adequate on-site parking and should not rely on street parking to meet their needs.	CNP H6
Ugly alterations to existing buildings, over-development of plots.	HO9 Extensions to existing homes should be designed to respect the existing building and the character and appearance of the neighbourhood.	CNP H7

Infrastructure	Objectives	Policy
Ensure new/extended facilities are provided for health, recreation, family services, public transport.	IO1 <u>To</u> provide a range of sports, leisure and social facilities to meet the needs of the whole Cholsey community.	CNP I1
Poor access to medical services.	IO2 <u>To</u> continue to apply pressure on the Clinical Commissioning Group (CCG) to provide a 'satellite' surgery for village residents and ensure that a suitable space is available in the village for a surgery to operate;	CNP I2 Pledge I1
• In high rainfall roads flood to the point of closure, sewage flooding in gardens and house drainage non-functioning. • South Oxfordshire is a water stressed area and is likely to have water supply problems before the end of the plan period.	IO3 <u>To</u> ensure relevant agencies work together to provide adequate water supply, surface water drainage and reliable sewage works for Cholsey and Wallingford and ensure that new development does not exacerbate and where possible mitigates any existing flooding, water, drainage and sewage problems..	CNP I3
• Shops and visitors to the shops at the Forty cause damage and a highway hazard • Concern about the ongoing viability and existence of local pubs and restaurants.	IO4 <u>To</u> seek opportunities to improve shopping facilities for the village. This could include further retail space away from the existing centre as well as additional facilities for existing shops such as trolley storage space, shop storage and space for delivery vehicles to park and manoeuvre safely. To protect existing shops, restaurants, cafes and public houses unless they are proven to no longer be viable.	CNP I4 CNP I5 Pledge I2
Poor facilities for teenagers. Lack of infrastructure and facilities on the recreation ground.	IO5 <u>To</u> require that new housing sites contribute to improving provision for recreation for teenagers. IO6 <u>To</u> improve facilities at the recreation ground.	CNP H5 CNP I6
A lack of local employment.	IO7 <u>To</u> require that all new homes have access to fast broadband. IO8 <u>To</u> safeguard employment land and support those who work from home IO10 <u>To</u> further develop tourism within the village.	CNP I7 CNP I8 CNP I10
Protect allotment and cemetery space.	IO9 <u>To</u> safeguard the allotments and the cemetery in Cholsey.	CNP I9

Transport	Objectives	Policy
Getting around should be easier. Improved walking, cycling and bus options between Cholsey, Wallingford and Didcot.	TO1 <u>To</u> promote walking, cycling and public transport as the first choice travel options for Cholsey residents and ensure that new development connects to, and where possible, improves the walking and cycling networks TO2 <u>To</u> ensure that new development and its associated access to the road, footpath and cycle networks, takes place in areas which minimise traffic hazards on existing roads and where opportunities arise, enhance road safety for all users.	CNP T1 CNP T2 Pledges T1, 2 and 3
Fatalities have occurred on Cholsey's roads. The speed of traffic makes residents feel unsafe whilst on footpaths, cycling and at road crossings. Children safety at school start/finish times. Poor quality footpaths and pedestrian safety at road crossings as there are no formal crossings. Particular problems occur at: • Crossing the Reading Road from Cholsey Meadows • Around the Forty – complicated junctions • Church Road • Wallingford Road – footpaths on one side only • Wallingford by-pass	TO5 <u>To</u> improve the safety of cyclists and pedestrians in the village, particularly from excess traffic speed, areas of prime concern include: • Children getting to and from the primary school in Church Road • Pedestrians around the Forty	CNP T1 Pledges T1 & 6
The station carpark is at capacity and local roads are used for parking causing problems for residents and others. Parking for shoppers at the Forty is chaotic and dangerous Poor facilities for cyclists and disabled at Cholsey station Church Road parking at school start/finish times is dangerous, on pavements, zigzag and double yellows, blocking driveways.	TO3 <u>To</u> support the development of facilities that encourage the use of public transport including the improvement of the railway station through the provision of access for the disabled and secure an adequate cycle parking. TO4 <u>To</u> improve parking arrangements in Cholsey at the Forty and the primary school.	CNP T2 Pledges T3, T4 & 5

Appendix 4 - Local & Nearby Primary Schools

School	Age Group	Children on Roll	Distance (miles)
Cholsey Primary School	5 - 11	296	
Treehouse School, Cholsey	5 - 11	15	
South Moreton County School	4 - 11	149	2.20
Crowmarsh Gifford C of E Primary School	4 - 11	204	3.00
Fir Tree School, Wallingford	7 - 11	200	3.10
St John's Primary School, Wallingford	4 - 11	205	3.00
St Nicholas C of E Infants School, Wallingford	3 - 7	160	3.10

Appendix 6 - Traffic Survey

Celsea Place

A development is underway at Celsea Place, off Papist Way. This is a modest development and consists of 61 housing units. A traffic generation study by Glanville (3) shows that the development will generate a modest level of traffic leaving the site with up to 26 movements in the morning peak, 27 movements in the afternoon peak and 221 movements daily. The traffic impact showed that the development would have an impact of less than 3% on the A329 Reading Road/Papist Way junction at peak periods

Reading Road

Survey examined existing queues at junctions in and around Cholsey. The results are summarised as follows:

Junction	Movement	Max Peak Period Queue AM	Max Peak Period Queue PM
Wallingford Road/The Forty/ Church Road mini roundabout	Approach from Wallingford Road	2	2
	Approach from The Forty	0	0
	Approach from Church Road	2	2
The Forty Ilges Lane/Honey Lane/Station Road/double mini roundabout	Approach from The Forty	1	2
	Approach from Ilges Lane	2	2
	Approach from Honey Lane	1	1
	Approach from Station Road	4	4
A4130/Wallingford Road roundabout	Approach from A4130 E	1	2
	Approach from Wallingford Road	3	2
	Approach from A4130 W	4	3
A4130/ A329 roundabout	Approach from A329 N Lane 1	4	2
	Approach from A329 N Lane 2	3	4
	Approach from A4130 E Lane 1	5	7
	Approach from A4130 E Lane 2	0	1

	Approach from A329 S Lane 1	2	2
	Approach from A329 Lane 2	3	3
	Approach from A4130 W Lane 1	7	4
	Approach from A4130 Lane 2	1	1

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – Wallingford Road; proposed access junction

Summary: Potential pull-out type vehicle collisions

A visibility splay of 2.4m x 43m to the left and 2.4m x 43m to the right has been stated for the proposed access junction onto Wallingford Road. It is likely that existing hedgerows / vegetation on the eastern side of Wallingford Road will encroach into the visibility splay. Reduced visibility may lead to pull-out type vehicle collisions.



RECOMMENDATION

It should be ensured that the visibility splays are provided as stated, which may require some cutting back or removal of vegetation.

2.2 PROBLEM

Location – Wallingford Road; southbound bus stop

Summary: Potential pull-out type vehicle collisions and hazards to pedestrians

The existing southbound bus stop is located to the north of the proposed site access junction and such that a stationary bus at the stop will restrict visibility to the right for a driver waiting at the give way of the access junction. Restricted visibility may lead to pull-out type vehicle collisions.

In addition, the bus stop will coincide with the proposed pedestrian crossing point and thus a stationary bus will prevent pedestrians from being able to use the crossing.



RECOMMENDATION

The bus stop should be suitably relocated.

2.3 PROBLEM

Location – Wallingford Road; proposed access junction

Summary: Potential darkness related collisions between all road users

Existing lighting on Wallingford Road appears to be poor (parish lighting) and it is unlikely that the proposed access junction will be sufficiently illuminated. Poor illumination of the junction may result in darkness related hazards and collisions between all road users.

RECOMMENDATION

Street lighting should be provided at the proposed site access junction.

2.4 PROBLEM

Location – Wallingford Road; proposed access junction

Summary: Potential slip / skid hazards to vehicles

There is existing iron works (service cover and drainage gully) within the area of the proposed site access junction. The ironworks may be a slip / skid hazard to vehicles, particularly two wheeled vehicles, making turning manoeuvres at the junction. This issue may be exacerbated during wet or icy conditions.



RECOMMENDATION

The ironworks should be relocated out of the junction area.

2.5 PROBLEM

Location – Wallingford Road; north eastern pedestrian crossing point

Summary: Potential hazard to pedestrians

The footway on the western side of Wallingford Road at the north eastern crossing point is quite narrow. The narrow width of the footway may mean that the gradient of the tactile paving is excessive, which may make it difficult for pedestrians with visual and mobility impairments and wheelchair users to negotiate safely.



RECOMMENDATION

At detailed design stage, it should be ensured that the gradient of the tactile paving does not exceed 1:12 (this may require some localised widening of the footway into the grass verge).

2.6 PROBLEM

Location – Wallingford Road; footway to the south of the proposed access junction

Summary: Potential hazard to pedestrians

The proposed footway and pedestrian crossing point to the south of the proposed access junction ends very close to the existing drainage ditch. Pedestrians may be at risk of falling at the end of the footway into the ditch, with the risk of injury.

RECOMMENDATION

Either the footway should be terminated short of the drainage ditch or a section of pedestrian restraint barrier should be provided.

2.7 PROBLEM

Location – Wallingford Road; footway to the south of the proposed access junction

Summary: Potential hazard and obstruction to pedestrians

There is an existing telegraph pole within the eastern verge on Wallingford Road that will be within the proposed footway to the south of the site access junction. The telegraph pole may be a hazard and obstruction to pedestrians, particularly to those with visual and mobility impairments.



RECOMMENDATION

The telegraph pole should be relocated out of the footway.

2.8 PROBLEM

Location – Wallingford Road; proposed access junction

Summary: Potential trip hazard to pedestrians

No pedestrian crossing point has shown to be provided across the site access junction. Pedestrians wishing to cross at this location will have to cross via full height kerbs, which may present a trip hazard, particularly to those with visual and mobility impairments.

RECOMMENDATION

An uncontrolled pedestrian crossing point with dropped kerbs and tactile paving should be provided across the site access road at the junction with Wallingford Road.

3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in HD 19/15.

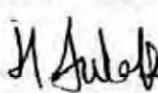
Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Senior Engineer, TMS Consultancy

Signed 
Date 16th May 2017

Audit Team Member

Harminder Aulak - BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

Signed 
Date 16th May 2017

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Sir William Lyons Road
Coventry, CV4 7EZ

 + 44 (0)24 7669 0900
 info@tmsconsultancy.co.uk
 www.tmsconsultancy.co.uk

Appendix A

Documents Examined:

- Drawing No. SK04.1 Rev C
- Drawing No. SK04.2 Rev B
- Drawing No. WB03190/SK08

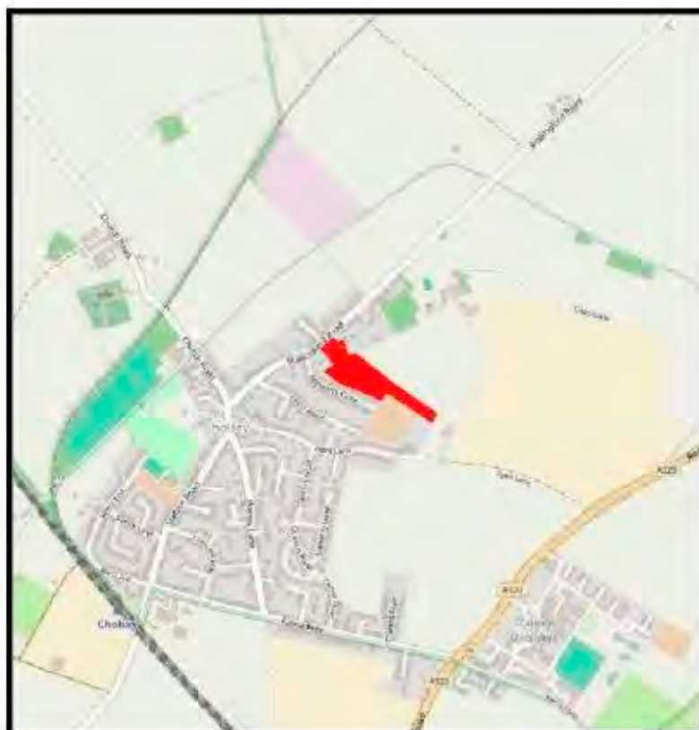
Other Information Provided:

- Site Location Plan
- Road Safety Audit Brief
- Technical Note

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

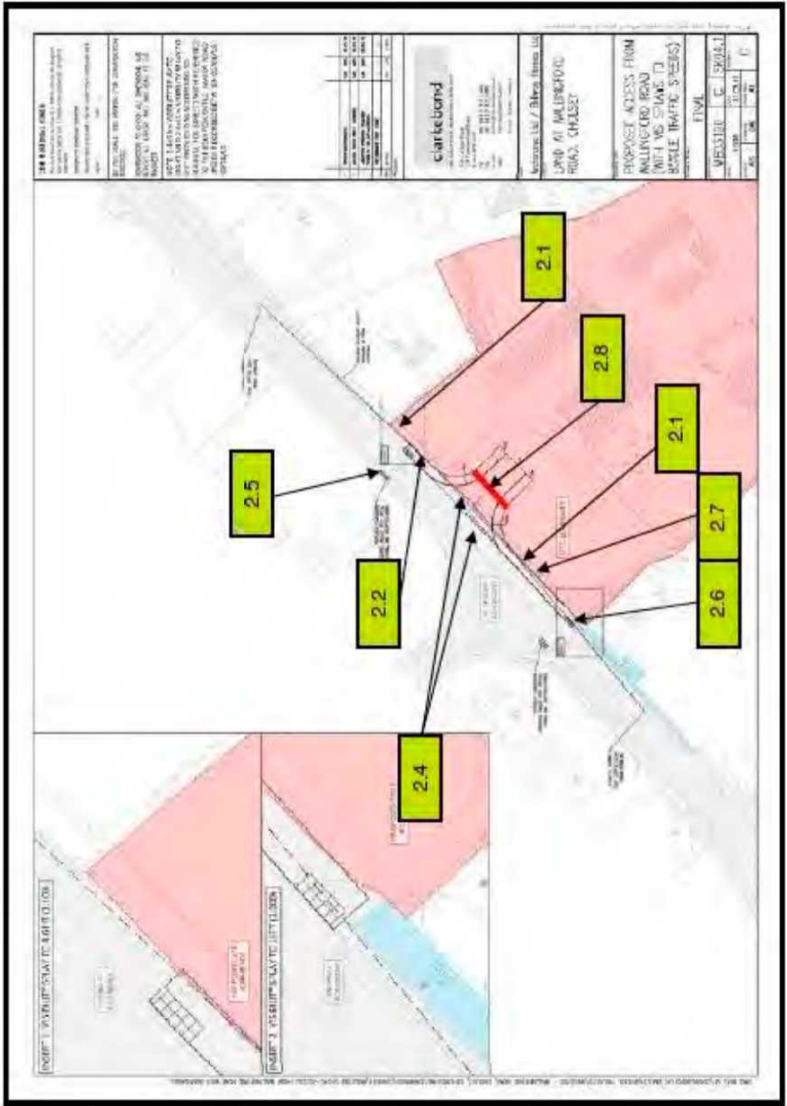
The location of the scheme is shown below:





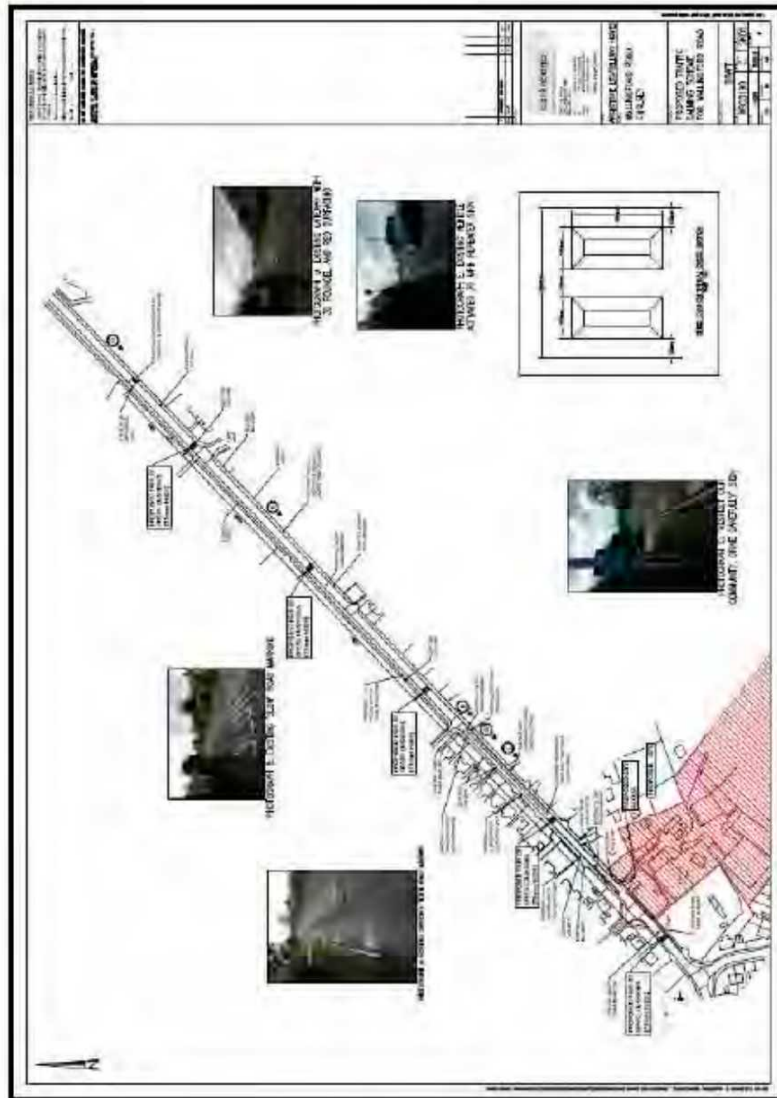
after works for emergency

Client: Clarkebond
Scheme: Land at Wallingford Road, Cholsey, Oxfordshire



Road Safety Audit Stage 1

Appendix B



Scheme Title	Land at Wallingford Road, Cholsey, Oxfordshire
Client	Clarkebond
NIS RSA Report Ref No:	MS 13S87
Road Safety Audit Team	DN/HA

Problem Identified (Paragraph No)	Problem Accepted (YES/NO)	Recommendation Accepted (YES/NOI)	Alternative measure (describe)
2.1	YES	YES	All vegetation along the site front with Wallingford Road that lies within the junction visibility splays will be removed. This vegetation is within either the site boundary or the highway boundary.
2.2	NO	NO	The southbound bus stop is currently not in use and will be removed if southbound bus services are one day reintroduced then the bus stop will return in a suitable location to be decided at that time.
2.3	YES	YES	Street lighting will be provided at the proposed access junction.
	YES	YES	Ironworks will be relocated where possible, where not possible they will be treated with antiskid.
2.5	YES	YES	It will be ensured at the detailed design stage that the gradient does not exceed 1:12. This is easily deliverable.
	YES	YES	A pedestrian restraint barrier will be provided.
			The telegraph pole will be relocated.
2.8	YES	YES	A pedestrian crossing point with tactile paving and dropped kerbs will be provided over the site access.

Signed	
Job Title	
Date	

The completed Designers' Response Form should be issued to the Overseeing Authority for their comments

Please provide a copy of the completed Designers' Response Form to Jan Alcock at TMS
info@tmsconsult3ncv.co.uk (for our information only)

APPENDIX E

Climate Change

Air Quality

- <https://oxfordshire.air-quality.info/local-air-quality-management/south-oxfordshire>
- <https://oxfordshire.air-quality.info/location/wallingford>
- https://mycouncil.oxfordshire.gov.uk/documents/s1704/TDC_FEB1110R60.pdf
- <https://css.umich.edu/factsheets/carbon-footprint-factsheet>

- The world-wide average is 4 tons of carbon dioxide (CO2) per person per year The average of all industrialised nations is about 11 tons of carbon dioxide (CO2) per person per year In the medium and long term, a world-wide average emission of maximum 2 tons of carbon dioxide (CO2) per person per year must be targeted.

timeforchange.org/CO2-emissions-by-country/

UK is 7th highest emitter of CO2 at 541M tonnes per year.

(USA : A typical passenger vehicle emits about 4.6 metric tons of **carbon dioxide** per year. This assumes the average gasoline vehicle on the road today has a fuel economy of about 22.0 miles per gallon and drives around 11,500 miles per year.)

The population of the UK at mid-year 2020 was estimated to be 67.1 million

8 tonnes per person per year.

In the UK, average CO2 emissions per car are 141.8 grams per km (or 228.2 grams per mile), according to latest 2018 data from the [Department for Transport](#).

Transportation sector

The transportation sector is the second largest source of anthropogenic carbon dioxide emissions. Transporting goods and people around the world produced 22% of fossil fuel related carbon dioxide emissions in 2010. This sector is very energy intensive and it uses petroleum based fuels (gasoline, diesel, kerosene, etc.) almost exclusively to meet those needs. Since the 1990s, transport related emissions have grown rapidly, increasing by 45% in less than 2 decades.

Road transport accounts for 72% of this sector's carbon dioxide emissions. Automobiles, freight and light-duty trucks are the main sources of emissions for the whole transport sector and emissions from these three have steadily grown since 1990. Apart from road vehicles, the other important sources of emissions for this sector are marine shipping and global aviation.

Marine shipping produces 14% of all transport carbon dioxide emissions. While there are a lot less ships than road vehicles used in the transportation sector, ships burn the dirtiest fuel on the market, a fuel that is so unrefined that it can be solid enough to be walked across at room temperature. Because of this, marine shipping is responsible for over 1 billion tonnes of carbon dioxide emissions. This is more than the annual emissions of several industrialized countries (Germany, South Korea, Canada, UK, etc.) and this sector continues to grow rapidly.

Global aviation accounts for 11% of all transport carbon dioxide emissions. International flights create about 62% of these emissions with domestic flights representing the remaining 38%. Over the last 10 years, aviation has been one of the fastest growing sources of carbon dioxide emissions. Aviation is also the most carbon-intensive form of transportation, so its growth comes with a heavy impact on climate change.

Carbon dioxide emissions from fossil fuel combustion

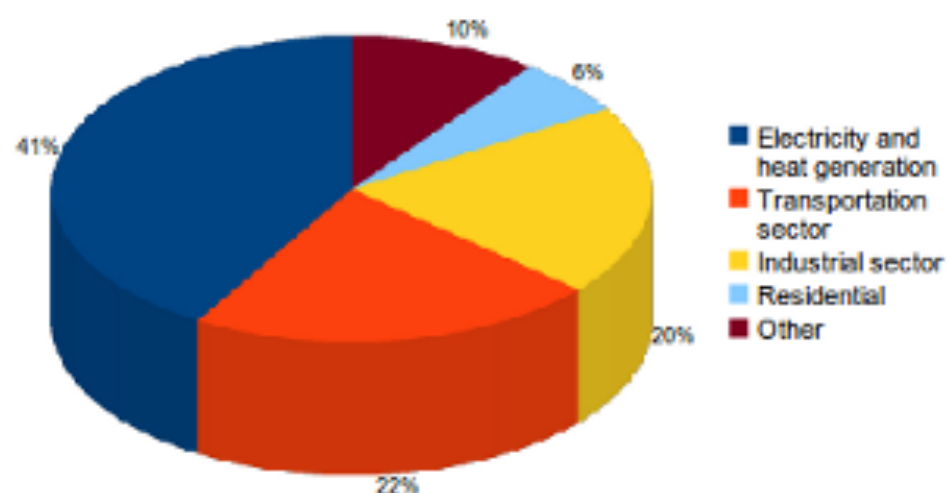


Figure 2:
International Energy Agency.

Source: CO2 Emissions from Fuel Combustion (2012),

Figure 2 highlights one of the most alarming trends in today's modern economy. Emissions caused by the transportation of people and goods has grown so rapidly that it has surpassed emissions from the industrial sector, which has had a huge impact on climate change. This trend started in the 1990's and has continued ever since causing an increase in indirect emissions.

The emissions caused by the transportation of goods are examples of indirect emissions since the consumer has no direct control of the distance between the factory and the store. The emissions caused by people traveling (by car, plane, train, etc...) are examples of direct emissions since people can choose where they are going and by what method.

Since the distance travelled by goods during production is continuing to grow, this is putting more pressure on the transportation industry to bridge the gap and ends up creating more indirect emissions. What's worse is that 99% of the carbon dioxide emissions caused by transportation of people and goods all over the world comes from the combustion of fossil fuels.

<https://whatsyourimpact.org/greenhouse-gases/carbon-dioxide-emissions>

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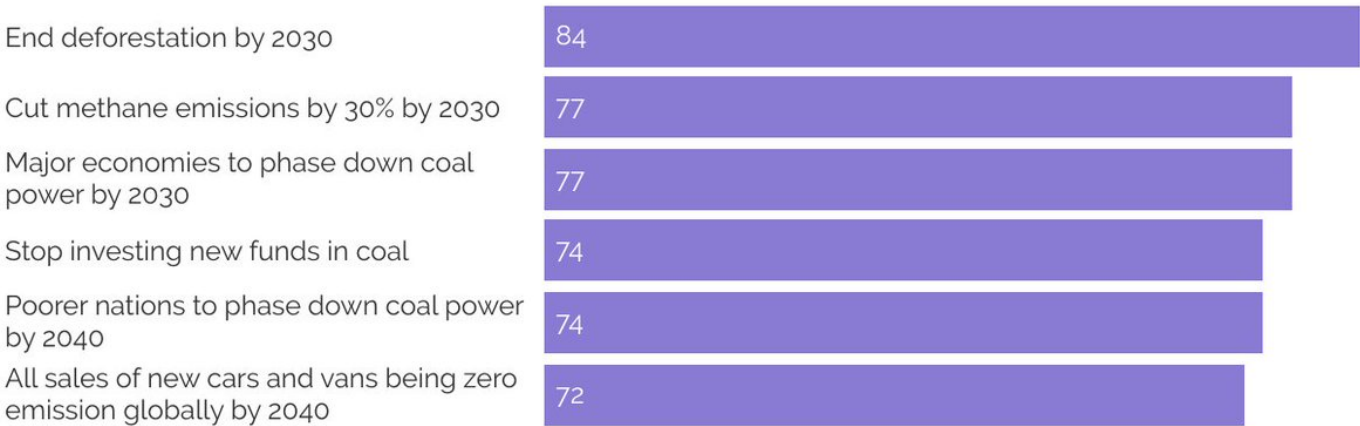
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Global aviation accounts for 11% of all transport carbon dioxide emissions. International flights create about 62% of these emissions with domestic flights representing the remaining 38%. Over the last 10 years, aviation has been one of the fastest growing sources of carbon dioxide emissions. Aviation is also the most carbon-intensive form of transportation, so its growth comes with a heavy impact on climate change.

A large majority of Britons support each of the major commitments made at COP-26

At COP26, various commitments were made by national governments in an effort to tackle climate change. For the following questions please assume that all countries in the world signed up to the commitments. In principal, to what extent would you support or oppose each of the following commitments? (%)



YouGov

15 - 16 November 2021

3.2.5 Energy Efficiency and Climate Action

Oxfordshire County Council's role:

Oxfordshire County Council has a commitment to reduce carbon emissions in the county in all its areas of influence. Our [Climate Action Framework](#) sets out our guiding principles and how we will mobilise to tackle this challenge through two connected roles: transforming our own organisation, and enabling a zero-carbon Oxfordshire.

How does this role relate to neighbourhood plans?

Neighbourhood plans offer an excellent opportunity for communities to consider renewable energy generation and energy efficiency opportunities, as well as low carbon transport and wider sustainability issues.

Groups undertaking neighbourhood plans may wish to liaise with local [Community Action Groups](#) (CAG) regarding their activities.

The [Low Carbon Hub](#) can help neighbourhood planning groups to consider developing renewable energy generation projects based on the natural resources of their local area. They can also advise on creating policies for promoting energy efficient building features and construction standards in development proposals.

Further Information:

- [Oxfordshire County Council Energy and Climate Change](#)
- [Low Carbon Neighbourhood Planning Toolkit](#). This guidance helps communities consider carbon in their neighbourhood plans and may be able to provide support to groups.

- [Centre for Sustainable Energy](#). CSE offer advice and case studies on energy efficiency and climate action to assist in the writing of neighbourhood plans.

Oxfordshire County Council contact: Climate.Action@Oxfordshire.gov.uk

APPENDIX F

Flood

Oxfordshire County Council's (OCC) is the Lead Local Flood Authority for coordination of flood risk management for surface water, ground water and smaller watercourses in the county. South Oxfordshire District Council are the consenting authority for ordinary watercourses on behalf of OCC. District councils are the land drainage authority.

Main river flooding remains the responsibility of the Environment Agency. The [flood map](#) available on the government's website enables you to see if you are in a flood zone and the [River Map](#) identifies the 'main rivers' in your area.

How does this relate to neighbourhood plans?

Neighbourhood plans must take flood risk and flood management into account and identify any flood risks in the local area.

The National Planning Policy Framework (NPPF 2019), provides specific principles on flood risk (Section 14, paragraphs 155, 157 and 158). There is further related guidance available from the government's [website](#) about flood risk.

As stated in Paragraph 158 of the NPPF, a sequential approach is expected to be used in areas known to be at risk now or in the future from any form of flooding. Therefore, any areas allocated for future development, should be outside of the areas identified as being at [risk of flooding](#) on the gov. uk website, not only for river flooding but also for surface water flooding.

OCC recommend that all development proposed by neighbourhood plans should follow the principles of Sustainable Drainage Systems (SuDS), more information can be found at the link below.

OCC suggest that parishes are proactive in the maintenance of local ditches and consider making provision for this if necessary. OCC encourage all parishes to consider creating a flood group and flood plan to monitor local watercourses and report problems to the Environment Agency, the local district council or OCC.

Railway flooding?

Further information:

- [Oxfordshire Flood Toolkit - Neighbourhood Planning and Flood Risk](#)
- [Oxfordshire County Council Flooding Management](#)
- [SuDS Advice for Developers](#)
- [Environment Agency website](#)

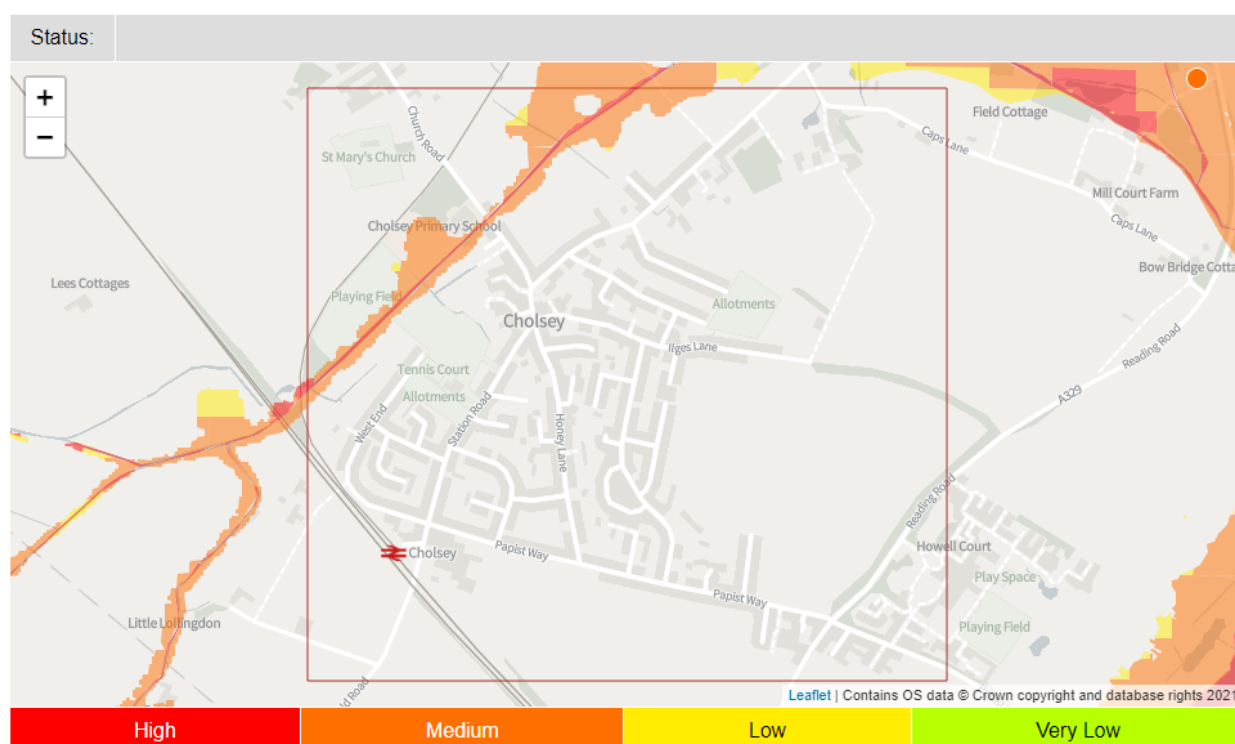
A current map of Cholsey flood risk areas is shown, which includes areas of medium and low flood risk.

With climate change, the frequency and intensity of rainfall will increase over what was assumed to be conservative return periods of the recent past. Flood risk maps will need to be revised and regularly updated.

Roads known to flood include Wallingford Road and Caps Lane. If storm intensity continues to increase then in a flat low lying area such as Cholsey, far wider areas will be subject to flood by rapid rising waters and the risk to life, property and functioning transport will greatly increase.

Wallingford Road (0.15 miles from nearest watercourse) floods periodically with high rainfall and cannot take any additional flows (OCC). Caps Lane floods on a regular basis. Existing site peak groundwater levels and drainage system need further investigation, Detailed SuDs proposals should be based on these (SODC

Drainage Engineer). Sustainable drainage systems (SuDS) are drainage solutions that provide an alternative to the direct channelling of surface water through networks of pipes.



Flood Zones

Flood Zone 1:

Low probability - less than 1 in 1,000 annual probability of river flooding

Flood Zone 2:

Medium probability - having between a 1 in 100 and 1 in 1,000 annual probability of river flooding

Flood Zone 3:

High probability - having a 1 in 100 or greater annual probability of river flooding OR where water has to flow or be stored in times of flood

<https://storage.googleapis.com/wzukusers/user-20154391/documents/596255ddb3d84LOAAFd/Cholsey%20Site%20Assessment%20Charts%20v15.4.pdf>

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

How to plan ahead for flooding

Sign up for flood warnings

In many flood risk areas, you can [sign up for flood warnings](#). These warn of the risk of flooding from rivers, the sea and groundwater. You'll be alerted by phone, email or text when flooding is expected. Flood warnings and alerts are not available in all areas.

Know what to do

The best way to protect yourself from flooding is to know what to do in advance.

3 levels of flood warning are issued:

Flood alert - Prepare

- prepare a bag that includes medicines and insurance documents
- check flood warnings

Flood warning - Act

- turn off gas, water and electricity
- move things upstairs or to safety
- move family, pets and car to safety

Severe flood warning - Survive

- call 999 if in immediate danger
- follow advice from emergency services
- keep yourself and your family safe

Save a copy of the [personal flood plan](#) so you'll know what to do when there's a flood warning in your area.

You can also use templates to make your own personal flood plan for:

- [your household](#)
- [your local community or group](#)
- [your business](#)

You should prepare a bag of essential items to take with you if you have to leave your home. Keep this in a safe place. You could include things like spare medication, glasses, clothing, important documents and contact details such as the number of your insurance company.

Create a checklist of things to do to protect your family, such as turning off the electricity and gas to prevent a fire.

Know how to turn off your gas, electricity and water

If you leave your home during a flood you'll need to turn off your mains water, gas and electricity if it's safe to do so. You should find out in advance how to do this.

The location of water stopcocks, gas shut-off valves and electrical master switches varies between properties. The gas shut-off valve is usually beside the meter. The mains electricity cut-off is usually a big red switch on your fuse box. If you can't find your water stopcock, ask someone with practical experience or a plumber to help you.

Protect your property

You can make changes to your property that will help you to get back to normal more quickly after a flood and reduce the damage flooding can do.

To reduce flood damage you can take steps such as laying tiles instead of carpets, moving electrical sockets higher up the wall and fitting non-return valves to stop flood water entering your property through the drains. Bluepages lists suppliers of flood products and services.

For more information on advance measures, get the National Flood Forum's property protection guides for property owners or for local authorities and professionals.

Simple maintenance like keeping drains and gullies clear of debris will also help to protect your property.

Check your insurance

Make sure you have insurance to protect your home or business. If you have buildings and contents insurance, check if flood damage is included.

If you rent your home, it's your responsibility to protect your belongings.

If you're finding it difficult to get your property insured for flooding, the [National Flood Forum](#) may be able to help.

The [Flood Re scheme](#) works with some insurance providers to reduce the cost of insuring certain homes against flooding.

Bookmark flood forecasting websites

Keeping a list of useful web pages can save time when you want to check:

- the weather
- flood warnings
- local river and sea levels
-

Find out where you'll get help

Areas prone to flooding may already have flood groups and community hubs where you can find food, clothing, shelter and advice during a flood. Some areas have community flood wardens - volunteers who monitor a specific local area and inform its residents when flooding is likely.

Visit the [National Flood Forum](#) or call them on 01299 403 055 for help in finding local support. You can also try searching for local flood groups on social media.

If you live near a watercourse

There is specific guidance If you own property or live beside:

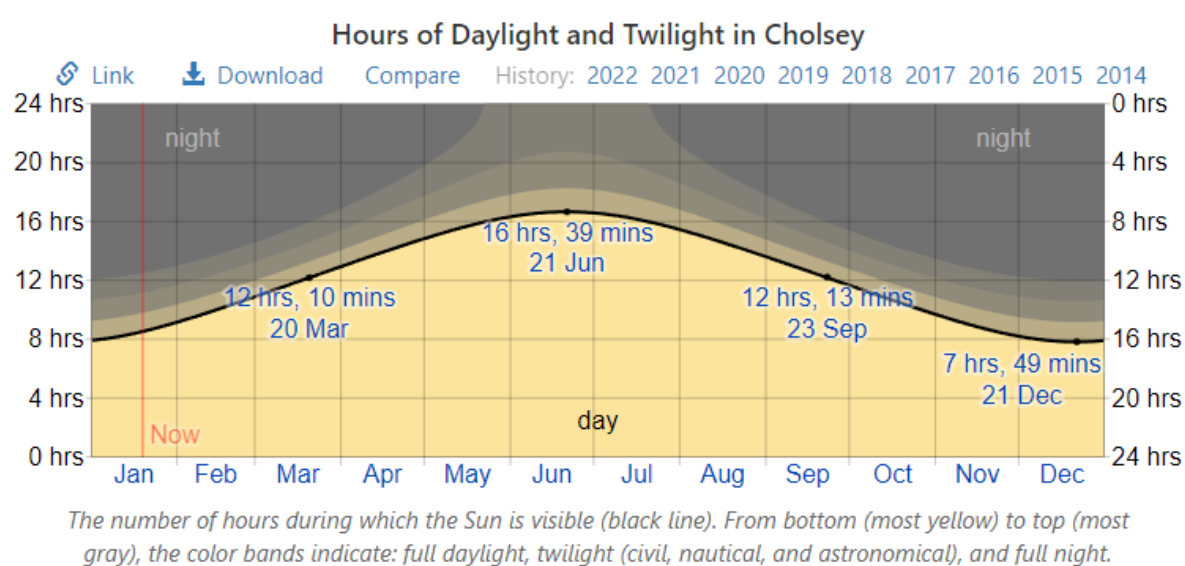
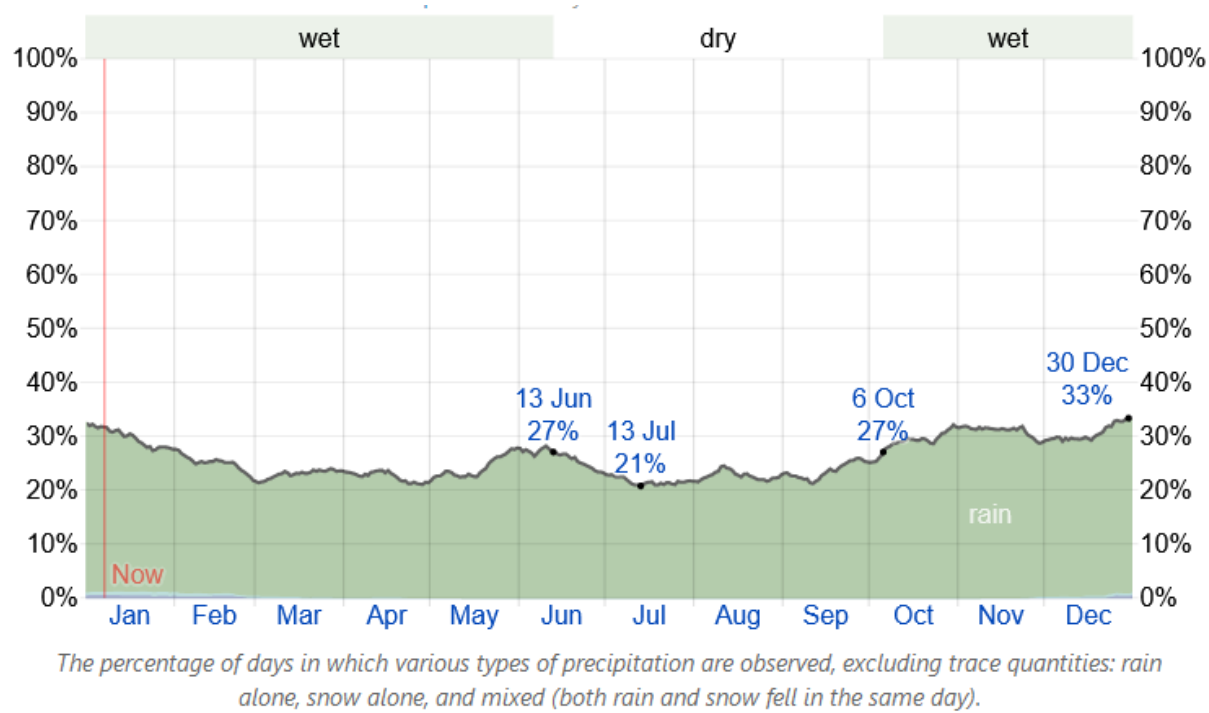
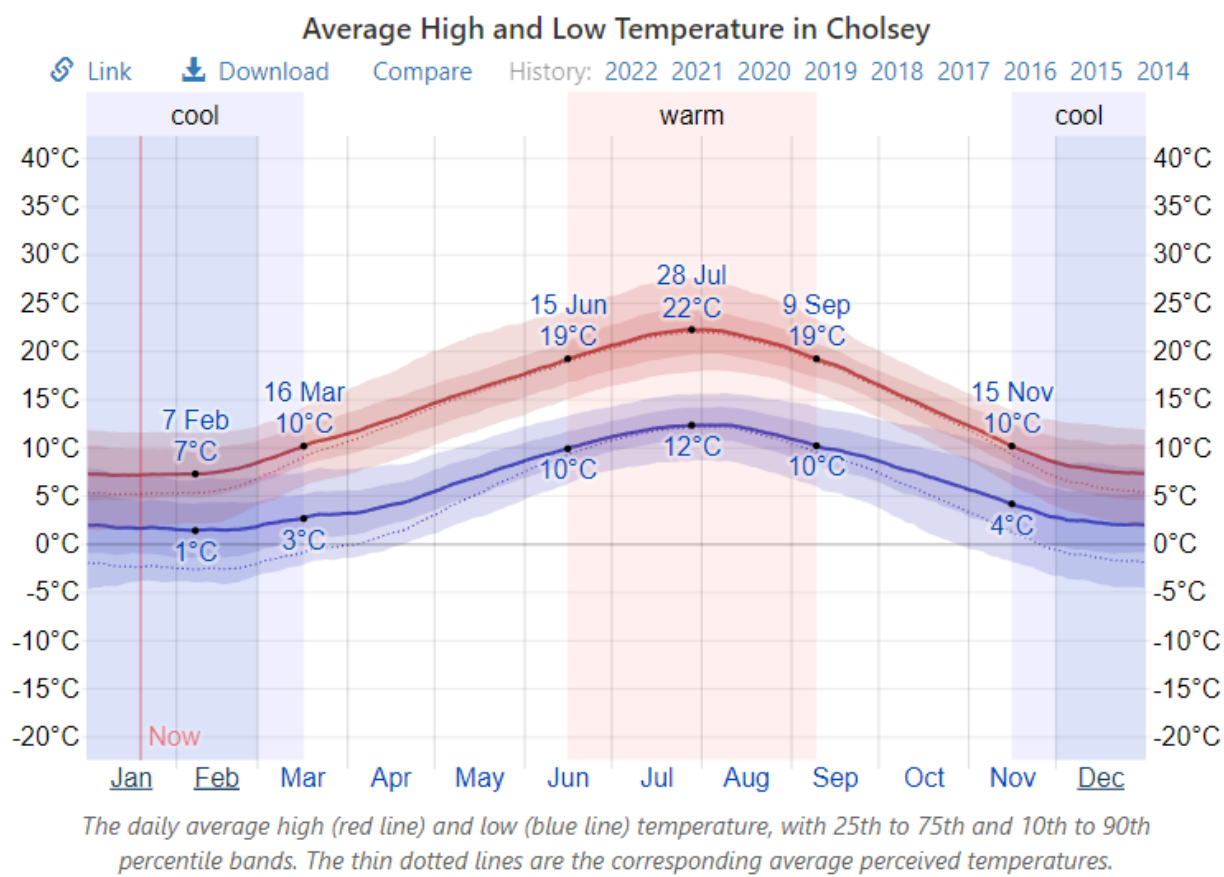
- [a river](#)
- [a canal](#)

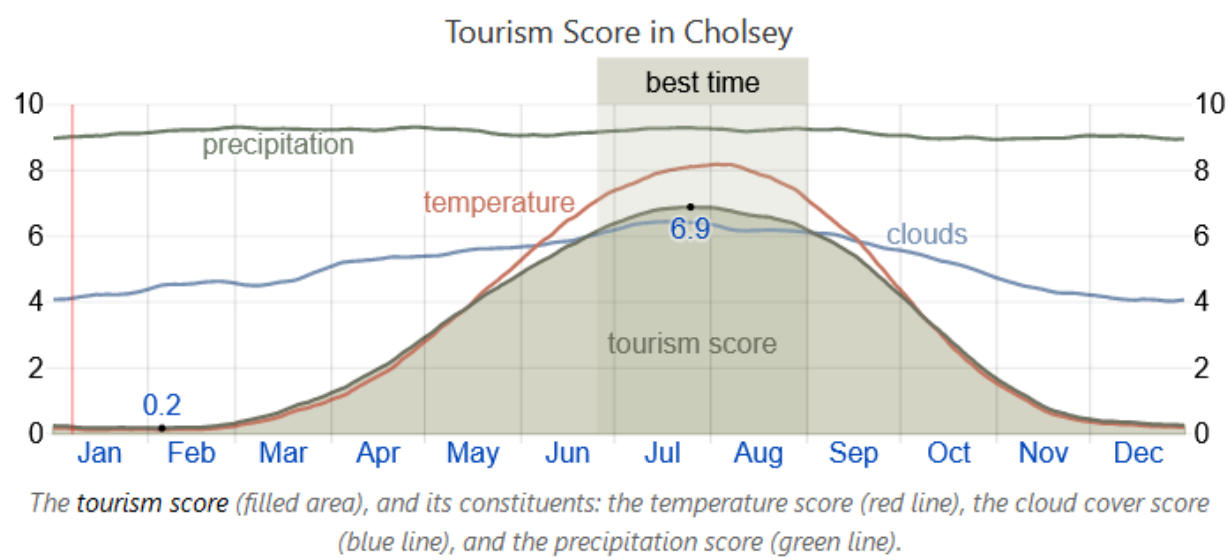
[How to plan ahead for flooding - Check for flooding - GOV.UK \(check-for-flooding.service.gov.uk\)](#)

APPENDIX G

Cholsey Climate

The weather has a large effect on whether a decision to walk /cycle or take the car is taken. In cold spells the average temperature varies between (1 and 7 degrees C). In warm spells the average temperature varies between (12 and 22 degrees C). So Cholsey is quite temperate. Days in month when it rains varies from varies from 21% to 23% (6 to 9 days). So the majority of days are dry. Daylight /twilight hours available vary from 7 hours 49 minutes to 16 hours 39 minutes. Walking/cycling in the dark is not at all enticing and it is darkness that is the biggest factor in not wanting to cycle or walk. Lighting provision could be key to gaining back these lost hours, and improving safety in the twilight hours. From the Tourism score there can be few excuses for not enjoying walking and cycling on the many dry days (about 23 per month) from May to October.





CYCLING

Greenways

Oxfordshire County Council Draft LTCP Plan states that there are 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.



Why is this policy needed?

In line with the aims of the Oxfordshire Rights of Way Improvement Plan, the development of Cholsey Greenways will provide routes for active leisure routes.

Families with younger children, people with disabilities and those who need easier access, horse riders and carriage drivers, and those people less confident in using bicycles on roads will especially benefit from shared spaces away from the noise, pollution and speed of motor vehicles.

What are the benefits to people in Cholsey?

Cholsey Greenways would be free to use and could play an important role in giving opportunities for outdoor physical and social activity for non-motorised users on routes that are more attractive to inexperienced people or those that need to be assured of a certain standard of accessibility. They would also help to contribute to reduced private car usage, support economic sustainability in the county and can be designed and managed to provide and improve habitats, biodiversity and landscapes.

Policy 9 – Oxfordshire County Council will develop a number of Greenways across the county providing leisure commuting routes for people walking, cycling and equestrians. Priority will be given to routes that benefit communities and that have a deliverable route

National Cycle Network

Sustrans are custodians of the UK's National Cycle Network. Green Paths utilise the linear geography of traffic-free paths to create routes not just for people, but for wildlife too. This helps to improve biodiversity across the UK.

To improve knowledge of the wildlife which could be found along greenways, ecology teams and volunteers undertake extensive surveys and consult with conservation organisations.

The practical delivery of these plans has included:

- Planting and managing orchards, wildflower meadows, grasslands and hedgerows
- Installing wooden boxes and shelters for various species of birds, mammals and insects
- Creating ponds and wet habitats for amphibians
- Planning seasonal path maintenance

The Greener Greenways project was able to train volunteer wildlife champions up and down the UK who are now creating spaces for nature on the paths they care for.

- In turn, these volunteers are cascading their knowledge within local teams and communities, so that many more people are now taking responsibility for increasing biodiversity.
- This connection with nature and wildlife is not only rewarding for volunteers, it is benefiting many communities and people who are now able to engage with nature whilst getting active on the Network.
- There is evidence that the more beautiful and engaging a walking and cycling route is, the more people use, love and respect it.

[Record wildlife you see on the National Cycle Network](#)

If you see an animal or plant which you can identify on the Network, [you can record this on iRecord](#) within minutes. Records are verified by experts and support conservation research.

[Learn about greenway management](#)

To find out more about designing and maintaining biodiverse paths, download the Greenway Management Handbook:

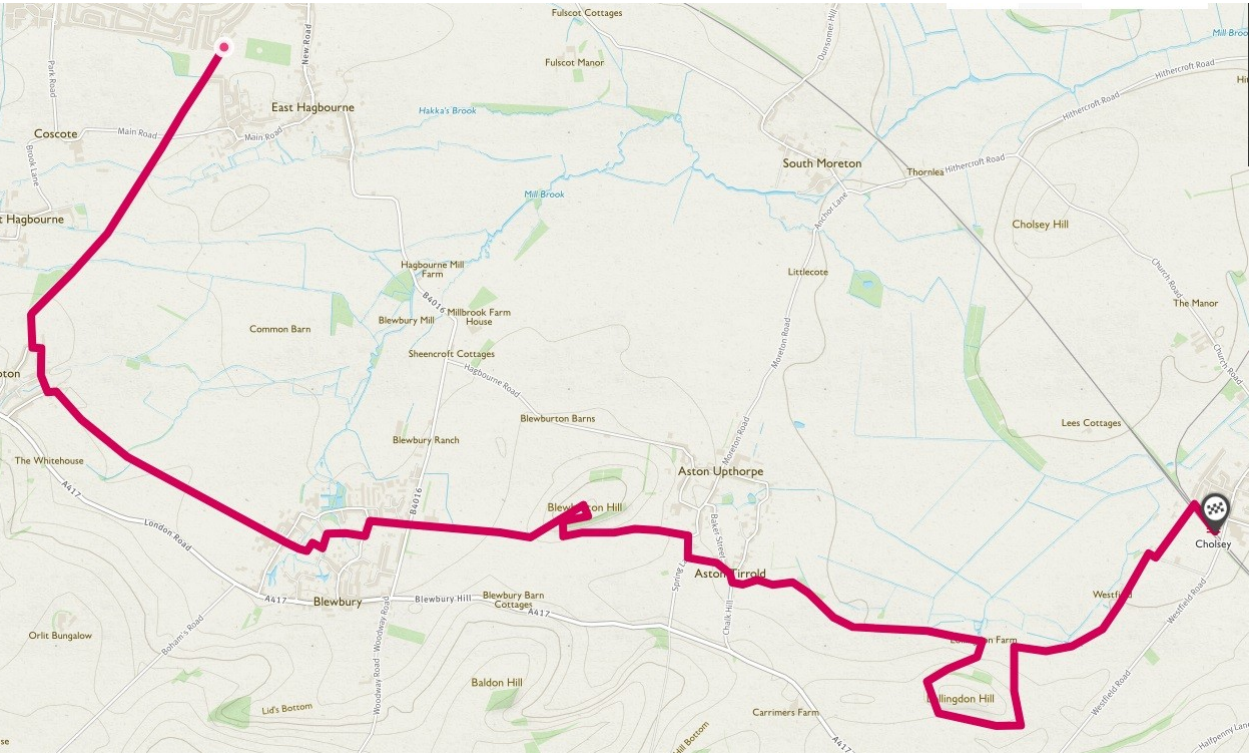
https://www.sustrans.org.uk/media/2752/sustrans_greenway_management_handbook_2016.pdf

[Greener Greenways partner organisations](#)

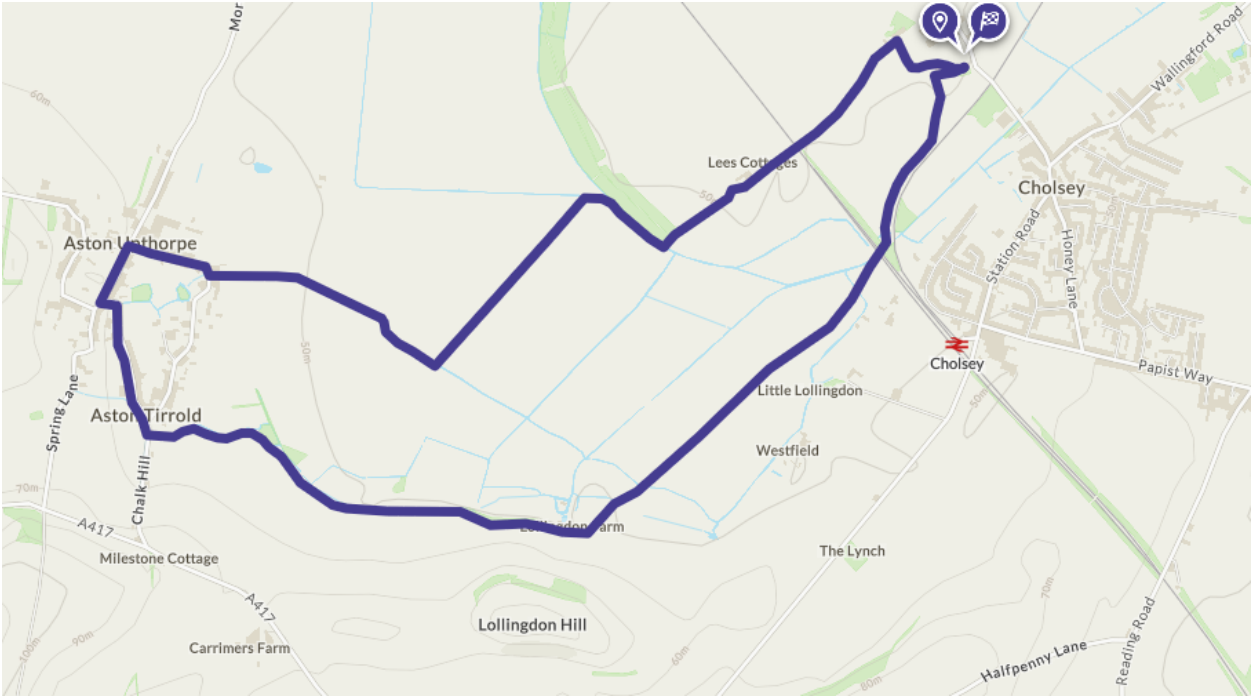
- [Bat Conservation Trust](#)
- [Buglife, Amphibian and Reptile Conservation Trust](#)
- [Bumblebee Conservation Trust](#)
- [Butterfly Conservation](#)
- [Canal and River Trust](#)
- <https://nationalhighways.co.uk/>

- [Natural Resources Wales](#)
- [Network Rail](#)
- [Plantlife](#)
- [Railway Paths Ltd](#)
- [Scottish Waterways Trust](#)
- [The Wildlife Trusts](#)
- [Woodland Trust](#)

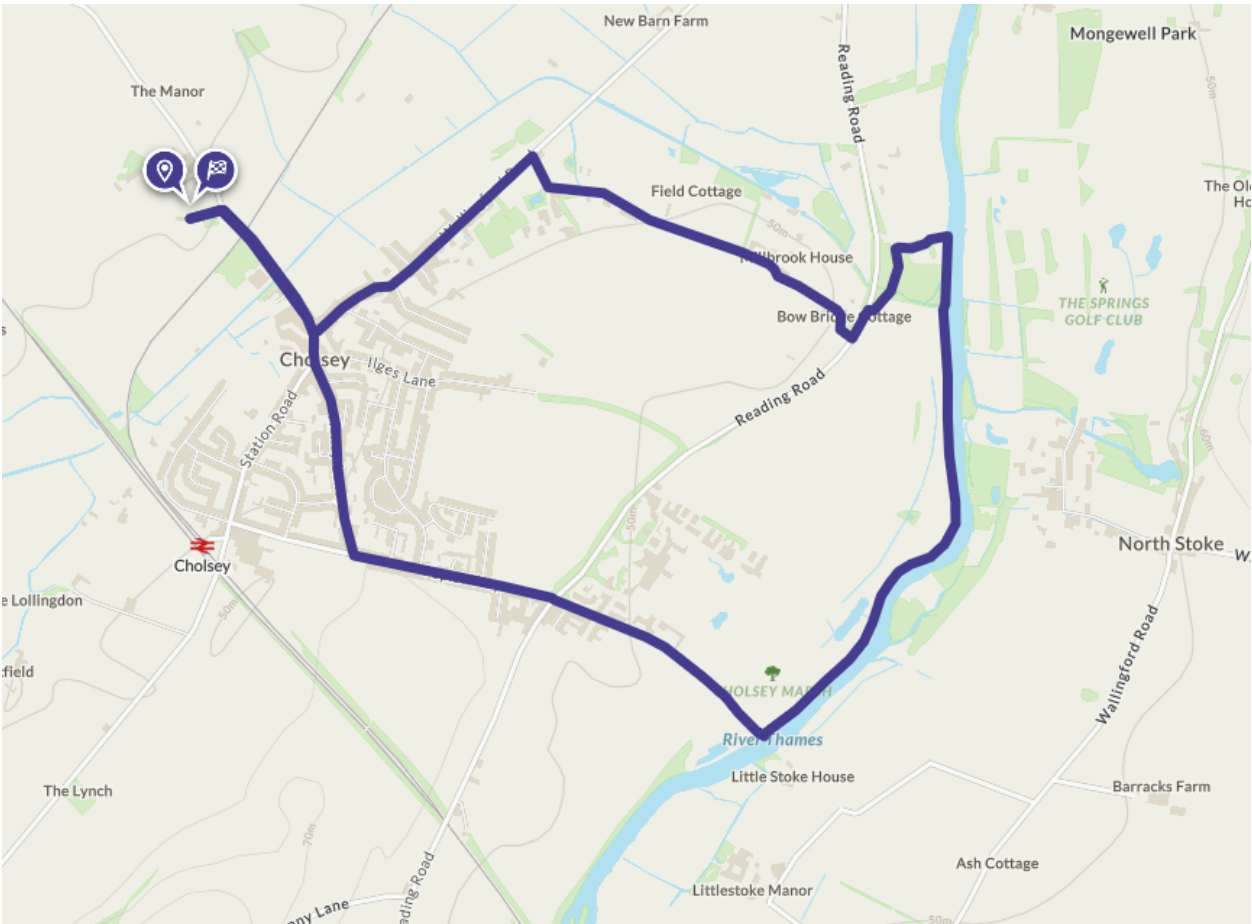
Foot Paths



Cholesey to Didcot 3 hour walk route



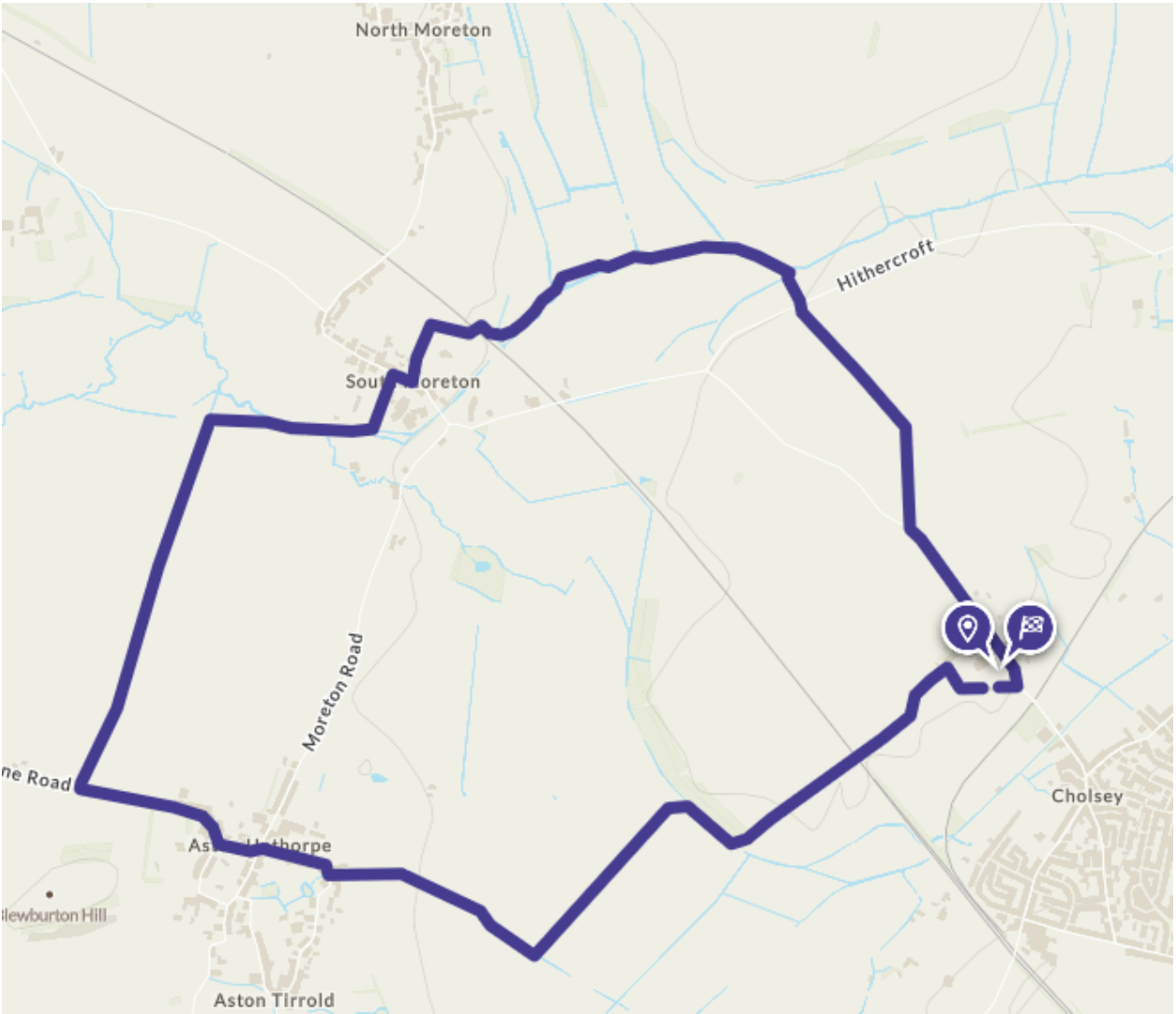
Cholsey to Aston Tirrold - Shorter Loop



Cholsey Thames Circuit



Moultsford Loop



South Moreton Loop

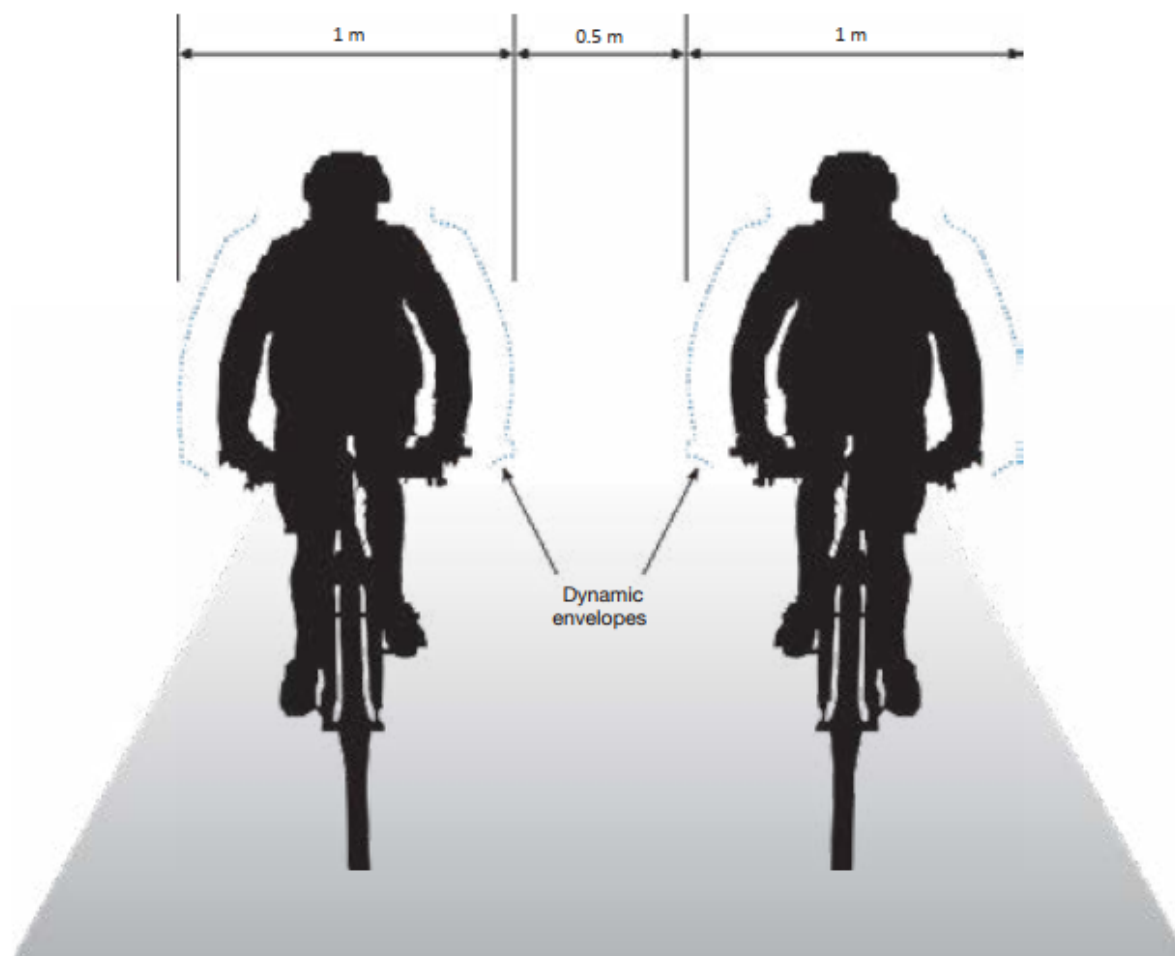
Cycle and Foot Paths

When cycle paths are perceived as safe to use and they are joined up to make a continuous journey they are proving to be very successful. If they are felt to be unsafe or only provided in fragmented sections they are very unsuccessful.



Combined cycle/footpaths provide dedicated paths to destinations that are traffic free.

How wide should cycle paths be to feel safe?



Additional width is required to negotiate uneven surfaces and drainage gulleys.

Cross fall gradient should not exceed 2.5% as this could cause wheels to slide in icy conditions.

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

For Off-Carriageway Cycle Routes document TA90/05 recommends the surfaced widths of unbounded cycle-only routes to be:

Preferred Width	3.0m
Acceptable Minimum	2.0m



Cycling potential – baselines statistics 2016

How to go about planning a route:

Stage 1: Determining Scope Geographical extent, governance and timescales
Stage 2: Information Gathering Identify existing patterns and potential new journeys
Stage 3: Network Planning for Cycling Identify origins, destinations and cycle flows. Convert into a network of routes and determine the types of improvements required.
Stage 4: Network Planning for Walking Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required
Stage 5: Prioritising Improvements Develop a phased plan for future investment
Stage 6: Integration and Application Integrate outputs into current policies and strategies

Factors	Comments	Design implications
The cycle and rider – speed, mass and acceleration	Energy is required to move from rest to the cyclist's chosen speed, depending on the rate of acceleration and the mass of the rider and cycle. Stopping and then restarting means that significant additional effort is required, over and above maintaining a constant speed.	Routes that are direct and allow cyclists to maintain a steady speed are the most appealing. Designers should avoid layouts which make cyclists stop, slow down, or deviate unnecessarily from their desired route.
Surface quality and resistance	The greater the surface resistance, the harder it is to cycle. This is particularly true for small-wheeled cycles.	Cycle routes should be surfaced in smooth bound materials that are unaffected by weather and are well-maintained at all times of year.
Gradient	The steeper the gradient, the more energy is required to overcome it. Three and four wheeled cycles are affected by excessive camber, making it hard to steer. All cyclists are affected by camber in icy conditions.	Directness of route may need to be balanced with avoiding steep gradients. The Route Selection Tool (RST), used as part of the LCWIP process, can be useful in assessing alternatives. Camber should be adequate for drainage but not excessive, and fall to the inside of bends.
Air resistance	Air resistance can add significantly to the effort required to cycle, particularly for 'city bikes' where the rider is more upright. Cycling into a prevailing headwind, which can be exacerbated by a local microclimate, can increase this effort.	Windbreaks using planting, trees, hedges or fences, can help mitigate the effects of strong prevailing winds.

Factors affecting cycling effort

Guidance for designing high-quality, safe cycle infrastructure is contained in Cycle infrastructure design (LTN 1/20): [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-1-20)

High quality, cycle infrastructure design includes:

- planning for cycling
- space for cycling within highways
- transitions between carriageways, cycle lanes and cycle tracks
- junctions and crossings
- cycle parking and other equipment
- planning and designing for any commercial cycling
- traffic signs and road markings
- construction and maintenance

Accessibility for all				
Coherent	Direct	Safe	Comfortable	Attractive
				
DO Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	DO Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	DO Not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	DO Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	DO Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and be places that people want to spend time using.
				
DON'T Neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	DON'T This track requires cyclists to give way at each side road. Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	DON'T Space for cycling is important but a narrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	DON'T Uncomfortable transitions between on-and off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	DON'T Sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

Core design principles

Footpaths

Footways and footpaths should be designed so that they provide safety for pedestrians from traffic. The Department for Transport Manual for Streets (2007) confirms that there is no minimum width for footways. It suggests that in lightly used streets, the minimum unobstructed width for pedestrians should generally be **2000mm**, and that in areas of higher pedestrian flow the quality of the walking experience can deteriorate unless sufficient width is provided.

Inclusive Mobility (2002) advises that ideally the width of the footway should be 2000mm to facilitate two people in wheelchairs to pass each other comfortably. Where this width is not possible, a clear width of **1500mm** should be provided, with an absolute clear minimum width of **1000mm** in exceptional cases. The phrase ‘clear’ refers to the effective width taking into account permanent obstacles on the footway such as street lamp standards, trees, telegraph poles, bus shelters for example.

Document TA90/05 recommends the surfaced widths of unbounded pedestrian-only routes to be:

Preferred Width	2.6m
Acceptable Minimum	2.0m

Where it is not practicable to provide widths of 2.0m for the full length of a route, widths of 1.3m may be provided over short distances.

What older people say

Very few (16%) feel comfortable with using narrow footways. Typical reasons for this are:
 “You have to go on the roadway to get past people on narrow pavements”

“You can’t stop and talk to anyone because people can’t get by, especially those with buggies”
“I have to take it steady and hope that people are polite enough to walk around me”

Participants find temporary obstacles to be both a nuisance and hazard:

“Parking on pavements is a problem. Sometimes you have to walk on the road to pass parked cars”
“I have to drive my mobility scooter on the road because pavements are blocked by parked cars. Riding a scooter on the road is unsafe”
“...it can be a marathon for frail people and those with walking sticks to get around them [temporary building works]”
“Many people park their cars on the pavement; they even drive on the pavement”

Most participants (79%) much prefer wider uncluttered footways. Typical reasons for this are:

“I feel safer from cars on wider pavements”
“I’m less likely to bang into people or things with my walker on wider pavements”
“I need room for my scooter and so that other people can get past me safely”

Station Road examples of Cholsey footpath condition



Junction with Honey Lane



North Entrance to Cholsey Rec



9 Station Road



21 Station Road



Droveside Junction (North)



Droveside Junction (South)



41 Station Road (“substandard” width of 730mm)

Combined cycle/footpaths

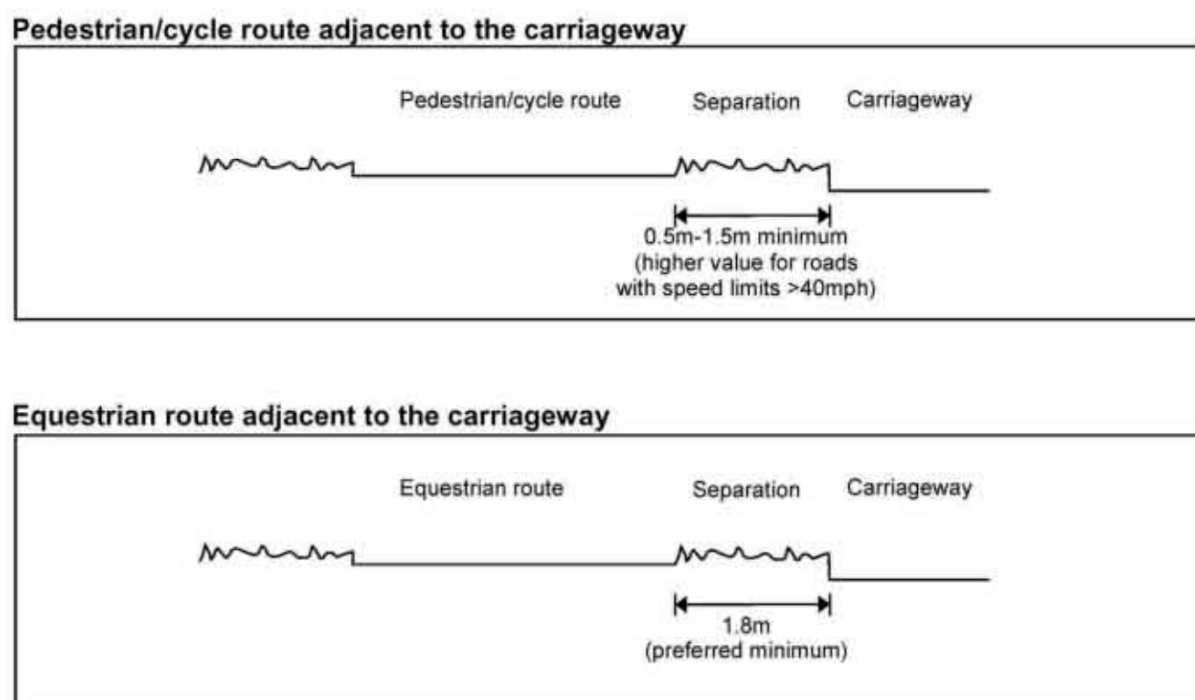
THE Department of Transport (DoT) have issued a guideline for the design of paths for cyclists, equestrians and pedestrians as part of road construction projects. The guideline is called 'The Geometric Design of Pedestrian, Cycle and Equestrian Routes—TA 90/05'. This represents good practice to provide adequate safety for both pedestrians and cyclists.

Minimum cycle/pedestrian width 3 metres

The minimum required width for a shared cycle/pedestrian path is 3 metres. However if flows are high (so that cyclists travelling in opposite directions frequently have to pass each other) then the minimum width should be 5 metres.

Values for the surfaced widths of unbounded pedestrian/cycle routes segregated by line.

Preferred Minimum	5.0m (3.0m cycle route, 2.0m pedestrian route)
Acceptable Minimum	3.0m (1.5m cycle route, 1.5m pedestrian route)



Low use (rural): 3.0 metres pathway plus at least 0.5 metre 'verge' each side.

High use (rural, commuter cycling): 5.0 metres pathway plus 'verge' .

Health

To be fit and healthy you need to be physically active. Regular physical activity can help protect you from serious diseases such as obesity, heart disease, cancer, mental illness, diabetes and arthritis. Riding your bicycle regularly is one of the best ways to reduce your risk of health problems associated with a sedentary lifestyle.

Cycling is a healthy, low-impact exercise that can be enjoyed by people of all ages, from young children to older adults. It is also fun, cheap and good for the environment.

Riding to work or the shops is one of the most time-efficient ways to combine regular exercise with your everyday routine. An estimated one billion people ride bicycles every day – for transport, recreation and sport.

Cycling for health and fitness

It only takes two to four hours a week to achieve a general improvement to your health. Cycling is:

- Low impact – it causes less strain and injuries than most other forms of exercise.
- A good muscle workout– cycling uses all of the major muscle groups as you pedal.
- Easy – unlike some other sports, cycling does not require high levels of physical skill. Most people know how to ride a bike and, once you learn, you don't forget.
- Good for strength and stamina– cycling increases stamina, strength and aerobic fitness.
- As intense as you want– cycling can be done at very low intensity to begin with, if recovering from injury or illness, but can be built up to a demanding physical workout.
- A fun way to get fit– the adventure and buzz you get from coasting down hills and being outdoors means you are more likely to continue to cycle regularly, compared to other physical activities that keep you indoors or require special times or places.
- Time-efficient – as a mode of transport, cycling replaces sedentary (sitting) time spent driving motor vehicles or using trams, trains or buses with healthy exercise.

Health benefits of regular cycling

Cycling is mainly an aerobic activity, which means that your heart, blood vessels and lungs all get a workout. You will breathe deeper, perspire and experience increased body temperature, which will improve your overall fitness level.

The health benefits of regular cycling include:

- increased cardiovascular fitness
- increased muscle strength and flexibility
- improved joint mobility
- decreased stress levels
- improved posture and coordination
- strengthened bones
- decreased body fat levels
- prevention or management of disease
- reduced anxiety and depression.

Cycling and specific health issues

Cycling can improve both physical and mental health, and can reduce the chances of experiencing many health problems.

Obesity and weight control

Cycling is a good way to control or reduce weight, as it raises your metabolic rate, builds muscle and burns body fat. If you're trying to lose weight, cycling must be combined with a healthy eating plan. Cycling is a comfortable form of exercise and you can change the time and intensity – it can be built up slowly and varied to suit you.

Research suggests you should be burning at least 8,400 kilojoules (about 2,000 calories) a week through exercise. Steady cycling burns about 1,200 kilojoules (about 300 calories) per hour.

If you cycle twice a day, the kilojoules burnt soon add up. British research shows that a half-hour bike ride every day will burn nearly five kilograms of fat over a year.

Cardiovascular disease and cycling

Cardiovascular diseases include stroke, high blood pressure and heart attack. Regular cycling stimulates and improves your heart, lungs and circulation, reducing your risk of cardiovascular diseases.

Cycling strengthens your heart muscles, lowers resting pulse and reduces blood fat levels. Research also shows that people who cycle to work have two to three times less exposure to pollution than car commuters, so their lung function is improved. A Danish study conducted over 14 years with 30,000 people aged 20 to 93 years found that regular cycling protected people from heart disease.

Cancer and cycling

Many researchers have studied the relationship between exercise and cancer, especially colon and breast cancer. Research has shown that if you cycle, the chance of bowel cancer is reduced. Some evidence suggests that regular cycling reduces the risk of breast cancer.

Diabetes and cycling

The rate of type 2 diabetes is increasing and is a serious public health concern. Lack of physical activity is thought to be a major reason why people develop this condition. Large-scale research in Finland found that people who cycled for more than 30 minutes per day had a 40 per cent lower risk of developing diabetes.

Bone injuries, arthritis and cycling

Cycling improves strength, balance and coordination. It may also help to prevent falls and fractures. Riding a bike is an ideal form of exercise if you have osteoarthritis, because it is a low-impact exercise that places little stress on joints.

Cycling does not specifically help osteoporosis (bone-thinning disease) because it is not a weight-bearing exercise.

Mental illness and cycling

Mental health conditions such as depression, stress and anxiety can be reduced by regular bike riding. This is due to the effects of the exercise itself and because of the enjoyment that riding a bike can bring.

Hand cycling and health

Hand cycles are similar to recumbent tricycles, but they are powered with hand instead of foot pedals. Velcro straps can be used to secure the hands to the pedals if necessary.

This style of tricycle allows amputees, people with spinal injuries and those recovering from certain conditions such as stroke to cycle as a form of exercise and recreation. Hand cyclists get cardiovascular and aerobic benefits similar to those of other cyclists.

<https://www.betterhealth.vic.gov.au/health/healthyliving/cycling-health-benefits>



Department for Transport graphic flagging new emphasis on cycling and walking

The DfT has released a plan to “decarbonize” transport - “public transport and active travel will be the natural first choice for our daily activities” and that “we will use our cars less.”

Cycle sales increased by 63% (£1 billion of sales) during Covid19 lockdowns (UK Bicycle Association).

RAC head of roads policy Nicholas Lyes said: “It’s very likely that while traffic volumes are currently down, people will inevitably return to the comfort and convenience of their [motor] vehicles for some journeys when lockdown restrictions are eased, especially where they need to cover longer distances or have a longer commute. The needs of all road users must therefore be carefully considered. For example, authorities will need to be careful about reducing road space in certain areas as they could end up creating problems if traffic demand outweighs those opting to use bikes.”

A recent AA poll found that 22% of members plan to drive less after lockdown ends, and 36% aim to cycle and walk more.

Boosting cycling and walking would be an “opportunity to make lasting changes that could not only make us fitter, but also better-off—mentally and physically—in the long run.” “We need those people to carry on cycling and walking, and to be joined by many more.” “Outside of London it has been shown that half of journeys are under three miles”. “More than 20,000 extra deaths a year in the UK are attributed to nitrogen dioxide emissions, which are highest in areas with most road traffic.” (UK Government)

The Transport Secretary said that “millions of people have discovered the benefits of active travel” and he revealed “there’s been a 70% rise in the number of people on bikes whether it’s for exercise, or necessary journeys, such as stocking up on food.”

The Transport Secretary has announced in May 2020 a £2 billion plan to boost cycling and walking both during and after the Covid19 lockdowns.

Business would be boosted by more people cycling and walking.

The £2 billion plan starts with £250 million to enable local authorities to pay for “pop-up” cycling, to cater for physical distancing during lockdowns. These can be in place for up to 18 months. Wider sidewalks and cycle and bus-only streets may also be included.

The £2 billion is not new funding; it is part of the £5 billion announced for cycling and buses in February 2019.

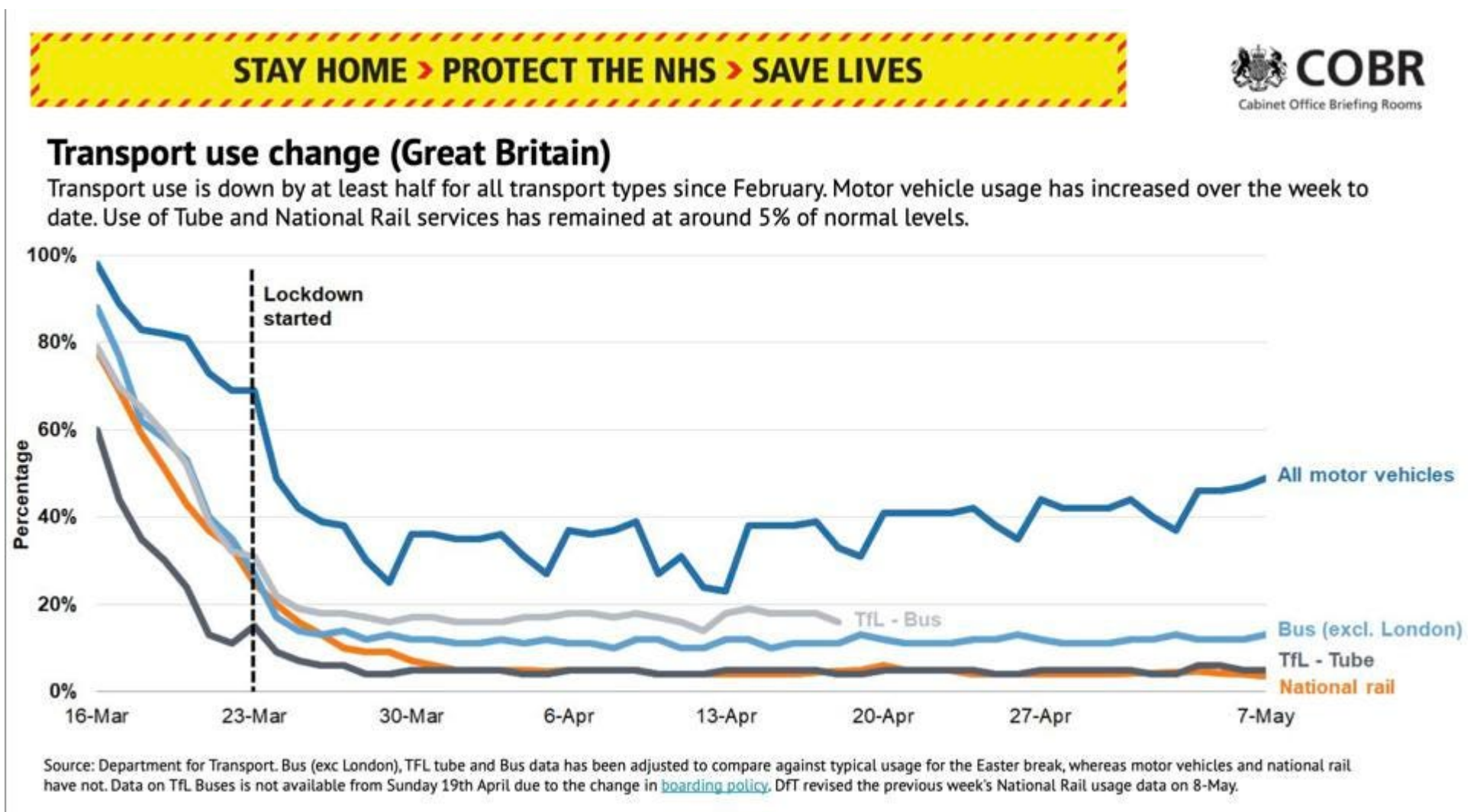
“Fast-track statutory guidance to cater for significantly increased cycling and walking,” would be implemented “immediately”. It removes time-consuming obstacles, encourages local authorities to act and after years of campaigning provides for protected space for cyclists and pedestrians. The guidance will “tell councils to re-allocate road space for significantly-increased numbers of cyclists and pedestrians.



COVID-specific signage from U.K.'s Department for Transport



A cyclist passes a large billboard reading 'Believe me, these days will pass'



Transport use from lockdown to May 7 2019

An updated Cycling and Walking Investment Strategy 2 was launched in March 2021, it may include:

- Creation of a national cycling and walking commissioner, and inspectorate. Higher standards for permanent infrastructure across England.
- Creation of a long-term budget for cycling and walking similar to road funding.
- Appointment of a zero-emission city with only electric motor vehicles and other forms of non-polluting transport allowed in the centre.
- Continuing the longstanding government Cycle to Work scheme, a salary sacrifice program that enables many taxpayers to buy bicycles at deep discounts.
- A “voucher scheme for bike repairs and maintenance ...for those who may have an old bike in the shed, and want to get it back into a roadworthy condition”. vouchers could be worth £50, and could pay for basic bike servicing from bike shops and mobile mechanics



Cyclist rides the pop-up cycleway installed by the Municipality of Milan

Shelters

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

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



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Village shelter, Bedfordshire



Bike to the future

Cyclist Deaths on Rural Roads

The coronavirus lockdowns created a cycling boom, with record numbers of people out on their bikes to get exercise and fresh air. However, official data from the Department of Transport also 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.

Between 2018 and 2020, there were 3,115 fatalities on rural roads in England, and 1,880 on urban ones. During the same two-year period, almost 30,000 people were seriously injured on rural roads.

NFU Mutual - the specialist rural insurer - is launching a campaign designed to improve the safety of those using rural roads. NFU Mutual has joined forces with British Cycling and the British Horse Society to launch a campaign called Respect Rural Roads, urging those travelling around the countryside to take more care.

They believe that the number of fatalities and serious injuries can be reduced on rural roads if people "respect and understand the needs of all rural road users" and "make safety their priority".

They also urge road users to "respect the hazards from the design and conditions on rural roads, and behave "with caution".

[Cyclist deaths soar on rural roads in England - BBC News](#)

Lighting

Solar powered Cat's-Eye lighting is one safety option. However, this type of lighting doesn't actually light up a path. It demarcates the edge of the path by use of powerful white LEDs, but nothing more. If too bright it can dazzle people, reducing night vision.. Cat's Eyes can be used in conjunction with white lines, possibly using reflective paint.



Half height lighting poles using LED lighting can be focused on the pathway alone.
This removes most of the light pollution source to adjacent areas.

APPENDIX H

INTERNET SHOPPING

INTERNET DELIVERY

The UK market for click-and-collect and home delivery of online purchases is set to double in size by 2025, according to new research from OC&C Strategy Consultants. The research also suggested that 40% of non-food sales in the UK will be made online by 2025.

With the overall retail market expected to grow by a relatively modest 2.2% (from £189bn in 2015 to £230bn in 2025), OC&C Strategy Consultants expects that “the increase in delivery and click-and-collect will come primarily at the expense of in-store sales”.

To illustrate the “seismic shift” in the market, OC&C Strategy Consultants offered these statistics:

- In 2005, only 9% of retail sales (£15bn) were fulfilled through home delivery and less than 1% by click-and-collect. The remaining 91% (£152bn) of sales were made in store.
- In 2015, 19% (£35.9bn) of sales were made through delivery, 3% (£5.6bn) were made through click-and-collect, and 78% (£147.4bn) in store.
- By 2025, home delivery is expected to be responsible for 30% (£69bn) of sales and click-and-collect for 10% (£23bn), whilst in-store purchases will decline to 60% (£138bn).

And while UK consumers are switching onto e-commerce because of its perceived speed and convenience, they are also demanding that the delivery process should become faster and easier too.

“Between 2013 and 2015,” said OC&C Strategy Consultants, “the proportion of shoppers opting for next-day delivery grew by 50%. However, over the same time period, the proportion of those willing to wait 3-5 days for their parcel to arrive dropped by 10%.”

Commenting on the findings, Anita Balchandani, Partner and Head of Retail at OC&C Strategy Consultants, said: “When six in ten shoppers abandoning baskets online are doing so because of issues relating to the last mile, it’s clear that investing only in the front end of e-commerce is no longer sufficient.

“The last mile is fast becoming the ultimate battleground for retailers as shoppers demand more convenience.

“Being able to offer predictable delivery slots, free next-day delivery and an accessibly priced same-day service is becoming the norm. The challenge retailers face is how to meet these changing expectations while making the economics work for their business.”

The pressure to meet these expectations is squeezing retailers’ margins.

“When it comes to variable costs to fulfil, click-and-collect costs retailers four times more than in-store purchases,” said OC&C. “Similarly, home delivery of small or large parcels can be anywhere between 5 and 23 times more expensive respectively than in-store purchases for retailers. Yet customers’ propensity to match these costs is not aligned. For instance, in order for same-day delivery to become mainstream, the research revealed that the maximum shoppers are willing to pay for it is £4 or less.

“As a result of the changing retail environment, average operating profit margins for the UK’s top-10 multichannel retailers have more than halved since 2011, from 6% in 2011 to 2.5% in 2015. To add to the profit pressures being faced by multichannel retailers, the shift in the last mile landscape could adversely impact retailers’ margins by an additional 1.5%.”

Balchandani had some suggestions on how to tackle this crucial last-mile challenge: “Firstly, retailers should start to rethink activities like warehousing, picking & packing and delivery in order to make them more cost effective. The latter, for instance, accounts for as much as 60% of last mile spend. There are a number of ways retailers can do this – for example, shipping from stores which are closer to customers’ homes, improving the drop density of each driver in particular areas, or using more flexible labour models.

“Secondly, retailers should start considering mutually beneficial partnerships that will help them fulfil the last mile, and do it in a way that is faster and less capital intensive. Here, the UK can take inspiration from retailers around the world. In the US, for example, Uniqlo partnered with 7-Eleven to offer click-and-collect from their stores. This meant customers could collect their purchases around the clock, while giving 7-Eleven access to more customers. Alibaba’s partnership with Suning in China has meant that Alibaba is now able to deliver to all districts, which it previously wasn’t able to do.

“And finally, our research shows that it is possible for retailers to fight back with stores too. Consumers suggested they could be persuaded away from buying online if items they wanted were available locally, if they could check stock was available online in advance, and if items were easy to find.”

Costs and benefits of internet shopping

The biggest rise in 24-hour shopping is the rise of the internet. This makes it possible for people to engage in retailing without even having to set foot in a retail park, shop or supermarket. Every item, from clothing to groceries, household goods such as televisions to garden sheds can be ordered online.

The number of adults buying online has risen from 25 per cent in 2003 to around 50 per cent in 2008 to 75 per cent in 2016. Around 25 per cent of purchases are made using a mobile phone.

Benefits of internet shopping

- Convenience - shop from any computer or mobile phone with an internet connection any time, while avoiding the need to travel, pay for parking and queueing.
- Greater variety - more shops online than any high street or retail park.
- Cheaper goods - increased competition between retailers, for some on a global scale, brings down prices.
- Accessibility - those with a disability that limits their mobility can choose to have goods delivered.
- Comparability - using the internet makes it easy to research products or services very thoroughly, comparing prices and product details in order to get the best deal.

Costs of internet shopping

- Security concerns surrounding payment by credit card over the internet.
- Not being able to physically inspect the goods before purchase.
- Goods getting damaged during transport.
- Goods not arriving in time or at all.
- Concerns over what information retailers are storing about customers, eg buying habits.
- Fewer people visiting the CBD, high street and retail parks.

How is the high street fighting back?

No urban area has seen as much change as the high street. Traditionally the location of all major retail activities, the high street has undergone rapid change over the last 20 years. The threat from out-of-town retail parks and the internet has forced many traders out of business.

This has led to a negative multiplier effect in which premises have become derelict and an eyesore, which attracts criminal activity. Other businesses are therefore not keen to remain, they too close and before long the high street becomes unattractive both aesthetically and as a place to trade. However, town planners and business owners are desperately trying to find ways to prevent this happening.

In Cardiff, the redevelopment of St Mary Street, a once thriving high street, is an example of how an area can become a popular place for retail once more.

St Mary Street, Cardiff

In the late 1990s St Mary Street, Cardiff, had a reputation as a busy, crowded, polluted high street with some businesses vacant for months on end. However, the city's planners have now improved the area significantly in order to reduce the pollution and improve security and retail opportunities.



Pedestrianised streets provide shoppers with pollution free air and reduced risk of injury

A variety of strategies and improvements have been used in St Mary Street and the surrounding area to win back consumers.

- The street has been pedestrianised, restricting vehicles and cars. Bollards clearly mark the roadway and provide further safety for pedestrians. Buses are permitted, but the road is one-way in most sections.
- New and improved CCTV has been installed. This makes people feel safer and allows authorities to monitor criminal activity.
- Al fresco dining has been implemented, allowing businesses to place seating outside the premises.
- New bus stations with live information digital screens allow people to plan journeys.
- New paving and street furniture such as benches have been created. This gives the environment a cleaner look.
- New signage and wayfinding information has been erected to help people navigate their way.

How and why is retailing changing?

From necessity to hobby

In the past, people needed to shop in order to purchase goods. The need for goods was based on how frequently they were required and the cost. There are two basic types of goods - convenience goods and comparison goods.

Convenience goods – these are goods that are bought nearly every day such as bread and milk, readily available from the majority of shops. These products are an essential necessity to shoppers because without these, people would struggle to feed themselves.

Comparison goods – these have a higher value and are purchased less often, such as household items, electrical goods, clothes and shoes. People tend to go to several shops to compare products before buying them.

The result of this was that many convenience goods were bought in small local shops such as the butchers, grocers, bakery or local shopping centres. This allowed the development of corner shops and local shops to service the needs of people who were within walking distance of them, in order to get these low cost goods.

Larger Central Business District (CBD) stores would then compete with each other to sell the more expensive comparison goods. This is why in many shopping centres these stores agglomerate so that shoppers can easily compare goods. This

happens with shoe shops or clothes shops, for example. Comparison goods often involve a car ride or a trip on public transport to the city centre or CBD.



St David's 2 shopping centre, Cardiff

Today, many people go on shopping excursions, visiting cities such as London, Paris or New York purely for the shopping experience. Modern day shopping centres also have a range of activities such as cinemas, crèches and a range of restaurants. This encourages people to make shopping a day-out activity, and for some, shopping is their favourite hobby. As a result the sphere of influence has now grown. This means that people are able and willing to travel much further to shop.

However, when people are buying mainly convenience goods they are not always prepared to travel long distances so the sphere of influence is often much smaller in this case.

Cost and benefit of out-of-town shopping

With relaxed planning laws in the 1980s and the rise of car ownership, the UK Government encouraged retailing to occur on the outskirts of cities. Retailing land and property in the city centre was very expensive, but land on the outskirts was very cheap in comparison. This led to the development of out-of-town shopping centres/malls.



Factors that led to the development of out-of-town retailing

Economic factors

Retailing in city centres was very expensive due to the expensive land rents, but land on the outskirts could be bought for less. In addition, many Central Business District (CBD) stores were old and in need of modernisation, this too would have been very expensive.

Cultural factors

Many shoppers were once quite faithful to their local store. Today, many people like to compare the types of goods and look for a competitive deal or one-off exclusive item. Large out-of-town shopping centres allow consumers to:

- visit several shops under one roof
- have protection from the wind and rain
- park, more often than not, for free which is a bonus for the UK consumer who enjoys the flexibility a car brings

Technological factors

Improvements in road networks, including motorways, in and around our urban areas allow consumers to drive quickly, and often with less congestion, to out-of-town shopping areas compared with CBDs.

Costs of out-of-town shopping

Due to the success of out-of-town shopping, there has been decentralisation of retailing, whereby major retailers have moved their premises from central locations in the CBD to the edge of the city. This causes the doughnut (north America) or polo effect (UK) where there is an economic, social and retailing hole in the middle of the city.

Almost 15,000 shops in town centers in the UK closed between 2000 and 2009, with a further 10,000 losses in the past couple of years. Many household names such as Woolworths and Comet have closed completely, and HMV had had to be bought out.

The number of vacant shops in the town centre or CBD is almost double that in out-of-town retail parks

Environmental effect of out-of-town shopping

In addition, many large retail parks have also increased traffic and congestion on the roads. This increases pollution from exhaust emissions which contributes to the greenhouse effect. Some retail parks on the edge of town have been developed on greenfield sites. This is damaging to the environment and reduces the available open green spaces between one urban area and another.

Out-of-town shopping benefits for customers and retailers

- Shoppers are often able to park for free and do not have to travel into busy congested city centre locations. In addition all stores are under one roof - often covered from the weather. There may also be crèches and play areas for children which can make the shopping experience more enjoyable.
- Retailers benefit from these locations because they have larger contemporary shop units which allow a greater range of goods to be on show for sale. There is also good access for delivery vehicles.

24-hour shopping

Nine to five is still a popular way to shop on the high street. However people now expect to be able to shop 24/7, either online from the comfort of their own home or by visiting a large store which is open 24-hours a day.

APPENDIX I

WORKING FROM HOME

UK workers identify pros and cons of working from home

<https://employernews.co.uk/flexible-working/uk-workers-identify-pros-and-cons-of-working-from-home/>



By Lisa Baker, Senior Editor

May 29, 2020



With the coronavirus pandemic causing a spike in remote working, half of UK workers (49%) have admitted that their mental health has suffered since the lockdown. That's according to new Covid-19 Mental Health research from employee engagement experts, [Qualtrics](#).

The research also shows what those working from home consider the best and worst aspects of their new working environments. UK workers have identified the top five most challenging parts of working from home as the following:

1. Feelings of social isolation (32%)
2. Finding it harder to focus (30%)
3. Feeling less motivated (25%)
4. Encountering too many distractions (24%)
5. Feeling less productive (22%)

However, it's not all negative, as the top five pros of working from home have also been identified as follows:

1. Saving time on commuting (53%)
2. Saving money on commuting (46%)
3. Being able to wear comfortable clothes (29%)
4. Having a more flexible schedule (27%)
5. Feeling more productive (18%)

Commenting on the research, Sally Winston, Head of EX Solutions Strategy EMEA Qualtrics said: "With UK workers unexpectedly finding themselves setting up offices in their lounges and spare rooms, many are coming to terms with a new normal. While many are struggling with feelings of isolation and a lack of motivation, others are finding silver linings in the time and cost savings seen from no commute.

"With workers now facing even more time working from home, it's vital that businesses address these concerns as well as highlighting potential benefits in order to alleviate current pressures causing mental health issues and emphasise potential positives that might be being overlooked. By analysing how workers are feeling and acclimatising to this new situation, businesses can adapt how they are communicating and keep their staff on track."

To help improve employee wellbeing, Qualtrics has also recently announced the launch of the "[Remote & On-site Work Pulse](#)", a new tool designed to help employers assess if their workers are feeling safe and supported, and ensure employees have what they need. In recent weeks, this new platform has been adopted by more than 6,000 organisations around the world.

To find out more about how Qualtrics is working with businesses to uncover key insights, visit www.qualtrics.com

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The Pros and Cons of Working From Home

June 10, 2021

By: Indeed Editorial Team

This article has been approved by an Indeed Career Coach

Working from home can be an appealing career move. It eliminates most of the traditional aspects of going to work, like commuting and dressing in business attire, while reducing social interaction and standard means of accountability. Depending on your preferred work style and culture priorities, it could either be the best thing for you or the worst. So, if you're thinking about a work-at-home job, there are several things to consider before making the transition. In this article, we list the most common pros and cons of working from home to help you determine if this is the right career move for you.

What is a work-from-home job?

A work-from-home job is a job you can perform from home. They often require an internet connection so you can collaborate and network with colleagues and managers. Working from home—or telecommuting—gives employees the flexibility and freedom to perform their work tasks from their home offices.

Some telecommuting employees even travel while they work, as long as there's a reliable internet connection so they can complete their job duties. While working from home can be highly appealing and come with many benefits, there are also potential drawbacks to consider when switching to a work-from-home position.

Related: [What Is Telecommuting?](#)

Pros of working from home

If you're looking for a job that allows telecommuting, there are several benefits to consider:

- More independence
- Less expenses
- Increased productivity
- Improved technical skills
- Improved communication skills
- More work flexibility
- No office distractions
- Collaborate across locations
- Build professional networks
- Grants and incentives
- Reduction in work absences
- Increased satisfaction
- Provides more job opportunities
- Provides work-life balance

Read more: [Work From Home Jobs That Pay Well](#)

More independence

Working from home can provide autonomy and independence in your job that might be absent in a physical workplace. Additionally, these types of roles require self-discipline and motivation enough to manage time responsibly and complete job tasks.

No commute to work

Work-from-home jobs mean you can eliminate your commute. Even if you work from home one or two days during the week, you travel less.

Save on expenses

This benefit can have several far-reaching effects. For instance, when you eliminate commuting, you can reduce your fuel and transportation expenses. Telecommuting can also help you reduce other expenses like work clothing, meals and even childcare. Saving on the costs of childcare can be especially advantageous to parents working from home.

Increased productivity

When you work independently in a quieter environment, you may be more productive. Increased productivity relates to several more factors including the ability to move around your home freely and take breaks whenever you feel the need to. Being able to step away from your work when you feel like you need a break can help you stay motivated and reduce burn-out.

Improved technical skills

Telecommuting often requires using technical applications, such as online meeting, communication and team collaboration platforms. You are able to develop technical skills that you may not typically use in a physical workplace.

Improved communication skills

Working from home requires consistent communication between teams and managers, which likely requires more emails, phone calls, video calls and chats in messaging platforms. Regular use of communication tools will improve your skills.

More work flexibility

You have a lot of flexibility with most telecommuting jobs. For instance, many work-from-home positions are unaffected by normal business hours, making it easier to attend to life events like medical appointments. Work-from-home roles can be a huge benefit for parents who work unconventional schedules to accommodate their families.

Related: [11 Online Jobs for Work Flexibility](#)

No office distractions

You have no office distractions when you work from home. Office noise like coworkers talking, office equipment running or phones ringing can be highly distracting in a work environment. A home office doesn't have these same distractions.

Collaborate across locations

Telecommuting can be an advantage to multi-divisional companies that have office locations around the world. The ability to communicate with professionals in diverse areas can open additional paths for business development. This can be beneficial to your career as you can work with a variety of industry professionals that you can learn from.

Build professional networks

Being able to work with a diverse range of people can result in adding to your professional network. You can develop professional relationships through networking that can lead to future advancement opportunities.

Grants and incentives

Depending on the industry you work in and where you live, you may be eligible for various grants or telecommuting incentives. Some states have remote worker incentive programs that offer monetary allowances in order to motivate workers to relocate to those areas. Consider available grants for remote workers to help you pay for your home office setup.

Reduction in work absences

Since working from home offers flexibility, it can also reduce work absences. Whether you're sick or have to schedule an important appointment, working from home can reduce how often you need to take a day off.

Increases satisfaction

Employee satisfaction in remote positions may be higher because of the flexibility in performing their jobs. Not only are you able to make decisions independently, you're also able to work comfortably without the worry of office-related stress, interruptions or other challenges you might find in a traditional workplace. This can have a direct influence on your overall job satisfaction.

Provides more job opportunities

Remote positions can open up additional job opportunities for individuals with limitations to working in traditional roles. For instance, people with disabilities that prevent them from traveling or working long hours can build their careers remotely. The ability to work from anywhere can also mean an increase in available jobs in industries like technology, healthcare and education.

Provides work-life balance

In many cases, working from home can help you foster your work-life balance by allowing you to schedule your work around your personal life. Working remotely can afford you more time in your home to take care of essential tasks that benefit your lifestyle.

Learn more: [The Ultimate Guide to Work-Life Balance](#)

Cons of working from home

In addition to its benefits, working from home can come with several drawbacks including:

- Increased isolation
- Home office costs
- Risk of overworking
- Risk to productivity
- Distractions at home
- Workplace disconnect
- Disproportionate work-life balance
- Less face time

Increased isolation

You can become quite isolated working from home if you spend the majority of your time by yourself, working independently. The key to avoiding loneliness and isolation as a remote worker is to schedule outings and events with friends and family. Some remote workplaces offer regular team events to encourage socialization.

Home office costs

Some remote positions require specific equipment like headsets, webcams or software to perform essential tasks and projects. If you want to set up a desk, chair and other furniture, you can expect to cover some initial costs to get your home office organized. Keep your costs low by spending only what you need to perform your job.

Risk of overworking

Telecommuting also comes with the risk of working longer than you should. This can definitely lead to burn-out and increased work-related stress. You can avoid this by clearly defining your schedule and allocating specific times for your job tasks and personal tasks. For some people, it's important to have a designated workspace that you can leave when the workday is over.

Risk to productivity

Although working from home can help increase your productivity, it can also be a challenge to it. With the freedom to move around and take breaks whenever the mood arises, it might be difficult to stay focused on the tasks you're working on. This can ultimately lead to slower productivity. One way to combat this is to implement productivity tools like time trackers and task management applications.

Learn more: [How to Stay Focused When You Work From Home](#)

Distractions at home

Distractions like the television, pets or household chores can affect how you perform your job. Too many distractions can lead to a decrease in your productivity and motivation. You can avoid this by limiting anything that you find distracting in your home. Use noise-canceling headphones and play relaxing music to block out noises like traffic and neighborhood activity.

Workplace disconnect

Telecommuting can sometimes lead to a disconnect between you and your coworkers. Working from home means you won't have access to immediate information about important business processes until someone in the company communicates it to you. Make sure to stay connected with your physical workplace through constant communication whenever you have questions or concerns.

Disproportionate work-life balance

Although working from home can offer you the opportunity to balance your home life with your job, it can also be challenging to create a distinct separation between your career and personal life. Set clear boundaries between your work hours and personal time, and communicate these boundaries with others in your home.

Less face time

With isolation and workplace disconnect comes less face time. Working remotely, you won't have the same opportunities to speak face-to-face with coworkers and the community unless you get out and about. You can also integrate more face-to-face interactions within online conference platforms to engage with coworkers.

<https://www.indeed.com/career-advice/finding-a-job/the-pros-and-cons-of-working-from-home>

APPENDIX J

DRONE DELIVERY



The idea of commercial delivery drones has become more relevant during Covid19 as social distancing guidelines have made contactless delivery an essential part of company operations.

The first drone delivery was by Dominos who delivered two pizzas to a residence in New Zealand in 2016. Since then, other companies have been considering the delivery method.

In 2021 The Civil Aviation Authority has allowed a Sussex-based drone company to begin operating regular flights beyond the pilot's line of sight, "using only cameras and sensors to guide their aircraft".

The Pros and Cons of Drone Delivery

Like most innovative technology, there is both a positive and negative debate. While the devices do make delivery more efficient and eco-friendly, they also add bring more noise and privacy risks to consumers' neighbourhoods.

Pros

- **Clean delivery:** Drones are more eco-friendly than traditional delivery methods, as they take pollutants out of the air that typically come from lorries.
- **Improves speeds:** Delivery drones aim to improve the speed and efficiency of delivery. Amazon's fleet of octocopters, according to a company press release, will be able to fly up to 15 miles and deliver packages to customers in less than 30 minutes.
- **Safe transit:** Delivery drones will also reduce the numbers of delivery drivers on the roads.

Cons

- **Noise pollution:** While some may welcome speedier deliveries, others aren't looking forward to increased noise pollution. Delivery drones don't operate silently, and therefore will add noise pollution to areas where they fly.
- **High cost:** Drones carrying packages may be speedier and more convenient, but likely won't be cheaper. The delivery method comes with higher costs in order for companies to maintain their fleet of drones.
- **Privacy risks:** Delivery drones are fitted with cameras and sensors in order to track their flight. Whilst these features help secure the transit, they also open up drones to security risks. Questions around hacking and privacy remain.

APPENDIX K

CLICK AND COLLECT

<https://www.easyship.com/blog/ecommerce-the-pros-and-cons-of-click-and-collect>

<https://www.paragonrouting.com/en-us/blog/post/win-win-benefits-click-collect/>

Not conventional click & collect but Cholsey Volunteers already collect medical prescriptions within Cholsey.

The principals are very similar.

As more and more consumers go online to shop for everything from groceries to fashion and furniture, retailers are under pressure to offer more choice when it comes to the fulfilment of orders – pickup in the store, deliver to the consumer's home or place of work, or drop off at a click & collect pickup point. The click & collect model involves consumers ordering products online and then picking them up at a pre-determined location. It was estimated that [76% of online shoppers will use click & collect by 2017](#). During the Covid 19 Pandemic lockdowns the demands of shoppers isolated at home meant that retailers increasingly moved to a digital-first business model. Following a spike in curbside services offerings during Covid 19, [in-store pickup increased by over 544% year over year](#).

The physical collect locations are often:

- The retailer's closest local outlet
- Purpose-built lockers
- The post office
- The physical store of a partnering business

In the UK, consumers have been shopping online for groceries and non-food items much longer than in the US. They are accustomed to researching and buying on their own terms. Offering a range of options for delivery is the inevitable next part of the requirement for retailers looking to differentiate themselves, or simply operate on a level playing field.

From a shopper's perspective, click & collect eliminates the risk and cost of missed deliveries. Many consumers like the added convenience that click & collect offers. They no longer have to wait at home for a delivery; instead they can pick up their order at their convenience.

The buyer places an order online through a website or mobile app. During [the checkout process](#), the buyer chooses whether they prefer delivery or click & collect pick up.

From a retailer's perspective, click & collect is more cost effective than home delivery. Firstly there are far fewer delivery locations which saves on fuel, vehicle maintenance and drivers' time. Secondly brands collaborating with other non-competitive retailers to allow shoppers to collect online orders at each other's stores are benefiting from the cost-effective scale that click & collect offers. They can offer customers a far wider range of pickup locations without having to invest in additional brick and mortar sites.

Companies such as [InPost](#) have located thousands of parcel lockers throughout the country, allowing 24/7 pick up of an order. InPost integrates with retailers so consumers can choose that option of delivery upon checkout. Items are delivered to the lockers of choice. A text message and email with a unique opening code are sent to the consumer providing them with confirmation of delivery and locker location.

Some vendors are taking this one step further with [refrigerated click & collect boxes](#) that will handle perishable items, clearing the way for click & collect grocery deliveries

Home delivery, though, has been the preferred online shopping option for buyers during Covid. According to Nielsen, [almost three in four \(69%\) shoppers prefer home delivery over curbside pick up \(31%\)](#). They let people stay home and safe for a marginal fee.

Unlike with click & collect service, merchants offering local delivery are responsible for coordinating the safe arrival of packages. This may require additional staff, strain productivity, and require charging an unwelcome delivery fee. Shoppers value the convenience and safety of delivery services despite the added expense, though.

Pros

- **Speed:** Without shipping, buyers receive their items faster.
- **Cost cutting:** Merchants and consumers both save on shipping costs when using click & collect pickup.

- **Customer satisfaction:** Click & collect services eliminates the risk of damaged or stolen packages. This helps to improve the customer experience while minimizing shipping-related headaches for merchants.
- **Omnichannel experience:** Customers can order items online then interact with businesses physically, helping to reinforce brand loyalty.
- **Guaranteed fulfillment:** Click & collect pickup ensures people get what they ordered on their schedule.
- **Inclusive:** Shoppers who find it difficult to shop in a store can get their order hand-delivered to their car.
- **Socially distanced:** An important feature during covid lockdowns.
- **Easy rollout:** Click and collect delivery models require less operational changes than delivery because they better utilizes existing resources.

Cons

- **Increased expectations:** Customers expect orders to be ready upon arrival. Delays of more than five minutes can lead to dissatisfaction and churn.
- **Traffic jams:** Walk-in and pickup customers both expect fast turnaround. To avoid congestion during busy hours, retailers should optimize their operations to accommodate everyone at once.
- **Location mixups:** It's not uncommon for people to visit the wrong location to retrieve their orders. This can cause frustration that reduces customer satisfaction.
- **Consumer travel costs:** Some shoppers may bristle at the idea of incurring added expense for gas or public transit to retrieve their orders.

APPENDIX L

SCHOOL TRAVEL PLANS: SCHOOL STREETS

WALKING BUSES AND CYCLE TRAINS

<http://walkingschoolbus.org/>

Walking buses



Walking Buses have been successfully operating in Staffordshire schools since 1999. The scheme promotes walking to school and a healthy, active lifestyle whilst caring for the local environment at the same time.

Adult volunteers, using a rota system, walk the children to school on a designated route, picking up passengers at various bus stops along the way.

All training, risk assessments and resources, including high visibility clothing, are provided free of charge. Volunteers would need to be DBS checked. The scheme is fully supported by the Active School Travel Advisors who will assist in all aspects of setting up and maintaining the Walking Bus at your school.

If your school would like to set up a **Walking Bus**, or requires further information as to how they operate, please contact the Active School Travel Team - walking.bus@staffordshire.gov.uk

What is a walking school bus?

A walking school bus is a group of children walking to school with one or more adults. If that sounds simple, it is, and that's part of the beauty of the walking school bus. It can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, a timetable and a regularly rotated schedule of trained volunteers.

A variation on the walking school bus is the bicycle train, in which adults supervise children riding their bikes to school. The flexibility of the walking school bus makes it appealing to communities of all sizes with varying needs.



Parents often cite safety issues as one of the primary reasons they are reluctant to allow their children to walk to school. Providing adult supervision may help reduce those worries for families who live within walking or bicycling distance to school.

Why develop a walking school bus?

Studies show that fewer children are walking and biking to school, and more children are at risk of becoming overweight. Changing behaviours of children and parents require creative solutions that are safe and fun. Implementing a walking school bus can be both.

How can a walking bus system be started?

Starting simple

When beginning a walking school bus, remember that the program can always grow. It often makes sense to start with a small bus and see how it works. Pick a single neighbourhood that has a group of parents and children who are interested. It's like a carpool—without the car—with the added benefits of exercise and visits with friends and neighbors. For an informal bus:

1. Invite families who live nearby to walk.
2. Pick a route and take a test walk.
3. Decide how often the group will walk together.
4. Have fun!

When picking a route, answer these four questions:

1. **Do you have room to walk?**
Are there acceptable pavements and paths?
Is there too much traffic?
2. **Is it easy to cross the road?**
3. **Do drivers behave well?**
Do they yield to walkers?
Do they speed?
4. **Does the environment feel safe?**
Are there loose dogs?
Is there any anti-social activity?

Routes to Cholsey Primary School could start from Cholsey Pavilion where there is room for set down points for children living some distance away. A route from Fair Mile could be considered for older children. Arrangements for wet weather and snow conditions would need to be considered.

Reaching more children

Success with a simple walking school bus or a desire to be more inclusive may inspire a community to build a more structured program. This may include more routes, more days of walking and more children. Such programs require coordination, volunteers and potential attention to other issues, such as safety training and liability. The school principal and administration, law enforcement and other community leaders will likely be involved.

First, determine the amount of interest in a walking school bus program. Contact potential participants and partners:

- Parents and children
- Principal and school officials
- Police
- Other community leaders

Second, identify the route(s).

- The amount of interest will determine the number of walking routes.
- Walk the route(s) without children first.

Third, identify a sufficient number of adults to supervise walkers.

It is recommended one adult for every six children. If children are age 10 or older, fewer adults may be needed. If children are ages 4 to 6, one adult per three children is recommended.

Next, finalize the logistical details.

- Who will participate?
- How often will the walking school bus operate? Will the bus operate once a week or every day?
- When do children meet the bus? It's important to allow enough time for the slower pace of children, but also to ensure that everyone arrives at school on time.
- Where will the bus meet children—at each child's home or at a few meeting spots?
- Will the bus operate after school?
- What training do volunteers need?
- What safety training do children need?

<https://www.staffordshire.gov.uk/Education/Schooltransport/Active-school-travel/Walking-buses.aspx#:~:text=Walking%20buses%20Walking%20Buses%20have%20been%20successfully%20operating,for%20the%20local%20environment%20at%20the%20same%20time.>

Walking Bus and Bike Train to Promote Sustainable Mobility

A similar idea to walking buses.

Pilots studies are tailor-made for the participating primary schools, considering their specific needs and circumstances. A route map with stops and an exact timetable are drafted according to the number, age and geographical dispersion of the participating children. Izola and Koper is testing the transport of school meals from a food cooperative to schools with cargo bikes. Cycle training helps make children more confident and safe on two wheels – and gives parents peace of mind too.

Bikeability in England, N Ireland and Wales

What has replaced the old cycling proficiency scheme?

- Bikeability is the 'cycling proficiency' for the 21st century; the new national training standard designed to give the next generation the skills and confidence to ride their bikes on today's roads.

How many levels are there for Bikeability training?

- There are three Bikeability levels, with each level designed to help improve trainees' cycling skills, no matter what they know already.
- Levels 1, 2 and 3 take trainees from the basics of balance and control, all the way through to planning and making a journey by themselves on busier roads.

What skills will my child learn at each level of Bikeability?

- Children will typically start Bikeability lessons once they have learnt to ride a bike.
- Level 1 will help new riders to control their bike before they move on to developing on-road skills at Level 2.
- Level 2 is usually tackled by children in Years 5 or 6, before they leave primary school.

- Level 3 teaches trainees how to ride in different and more challenging traffic situations. For more information about the skills covered for each level visit www.bikeability.org.uk

Success with Bikeability

- Hundreds of thousands of young cyclists have already received Bikeability training and have been awarded coveted Bikeability badges and certificates. (source bikeability.org.uk)

Where can my child learn to cycle?

- Bikeability training is usually delivered via schools. If you are a parent interested, contact your child's school to see if they are already signed up.
- Otherwise visit www.bikeability.org.uk to find out about Bikeability providers and for more information for parents.

How can I become a cycling instructor for Bikeability?

- If you are, or would like to become, a cycling instructor visit the Bikeability professionals' website at www.professionals.bikeability.org.uk

Sustrans

How can Sustrans help?

- Sustainable transport charity Sustrans is a registered provider of Bikeability training in the UK.



As the traffic lights change to green, a long line of children on their bikes accompanied by adults wearing reflective safety vests crosses the road. It is the bike train. A form of accompanied school travel that promotes sustainable mobility, daily exercise, and trains children to become independent and capable road users.

As highlighted in the 20-minute neighbourhood policy, healthy place shaping includes creating environments that improve accessibility for all users. In particular there is a need to consider how streets can better cater for the needs of young, older and disabled residents.

Children are particularly vulnerable and susceptible to the impacts of physical inactivity and air pollution. By encouraging walking and cycling at a young age there is also an opportunity to embed these travel choices

One of the main opportunities for children to walk or cycle is travelling to school. A generation ago, 70% of children walked to school, now it's less than half. This is damaging children's health and congesting our neighbourhoods. Even in a more active county like Oxfordshire, 41.6% of children don't meet physical activity recommendations.

The 'school run' significantly increases traffic congestion and exposes children to increased road safety hazards. High volumes of stopping and starting traffic can also result in localised air pollution spikes around school gates. This air pollution has long term health impacts on children and increases incidences of hospitalisation.

In order to address these issues and create a healthier environment for children travelling to school, OCC are promoting the creation of School Streets. A School Street is a timed road closure that restricts access for motor vehicles at school drop-off and pick-up times. During closure times, roads around the school site will only be open to people walking, cycling, and anyone in a vehicle with a valid exemption.

In May 2021, OCC conducted a small number of school street trials as part of our Department for Transport funded active travel programme. The trials included 4 schools in Oxford, 2 in Bicester, 1 in Witney and 1 in Abingdon. Data is still coming in from the project, but at the time of writing, 59% of residents and parents said they supported the School Data

The pilot schemes each ran for six weeks, Monday to Friday, during term-time only. During this time lots of data was collected about the closures, from surveys and air quality data where available.



Data is still coming in from the project, but at the time of writing, 59% of residents and parents said they supported the School Streets and 60% of pupils said they felt the road outside their school felt safer or much safer during the School Street trial. For further information about the trials or for schools interested in taking part in future school streets please visit the School Streets page on the County Council [website](#).

A major barrier to parents allowing children to walk or cycle to and from school is the level of traffic and inconsiderate parking outside the school gate. Creating a car-free environment outside school gates will help to:

- Encourage walking and cycling to and from school
- Improve air quality outside the school gate
- Develop children's ability to travel independently
- Improve the perception of road safety outside the school

A school street will not be suitable for every school. Where it is not a suitable option OCC will work with the school to identify other opportunities for increasing walking and cycling.

School Streets aim to create a safe, welcoming and attractive environment where children, parents and teachers can walk, cycle, scoot or park and walk to school with less risk of air pollution and traffic congestion.

Evaluation of earlier school street schemes have shown that motorised traffic not only decreases on the school street where the scheme has been implemented, but also on surrounding streets. This suggests a change in behaviour with people swapping cars for walking and cycling.

Oxfordshire County Council will work with existing schools that express an interest, to develop a programme of walking and cycling measures for travel to and from school, including where appropriate school streets. Priority will be given to more deprived communities in Oxfordshire.

Bicycle buses are already in use across the Netherlands, Belgium and Germany.



Each bicycle bus is designed to hold eleven children up to the age of 12, who along with an adult driver, provide the pedal-power to carry them to school and back. For times when the team of youngsters isn't enough, like on steep inclines or when just a handful of passengers are left to be dropped off, a built in electric motor is there to provide an extra boost.

APPENDIX M

ELECTRIC VEHICLES

Information about electric vehicles and their infrastructure

In November 2020, the government announced that it will be banning sales of new petrol and diesel cars from 2030 and hybrid powered cars from 2035. Electric car usage or interest in trying one is starting to grow. Vehicles are not cheap as yet but the running costs are very low. The main issue in UK is range fear of running out of charge and being stranded. This fear is seldom realised in reality – vehicle have better ranges on a full charge every year. The main practical issues are the myriad different charging systems and getting to a charging station that is out of service. These problems should get ironed out with time.

How green is an electric vehicle? It largely depends in which country it runs in. Making electric batteries certainly is not a green process. If the electric running charge comes from burning fossil fuels, it may take 10 years for a net green benefit. In countries with large amounts of renewable energy supplies it could be down to 2 years.

When considering buying a new or replacement car, it is advised to consider costs over the lifetime of the vehicle. While the initial cost of a diesel or petrol vehicle may be lower than an equivalent electric vehicle, the running costs of an electric vehicle can be much lower.

A neighbourhood plan presents an excellent opportunity to promote provision of EV charging infrastructure in new developments, and when the Oxfordshire Electric Vehicle Infrastructure Strategy is adopted and published, those developing neighbourhood plans should refer to this document.

In the interim period the EV Integration team can provide guidance on EV charging for groups considering making a neighbourhood plan. Groups should also refer to national government strategy and guidance on EV charging in new developments in the Road to Zero Strategy (2018) and the revised Section 9 of the National Planning Policy Framework (2019).

Developments are proceeding for larger vehicles, such as heavy goods vehicles, which may be fuelled with hydrogen.

Replacing your vehicle

Financial support is currently available to replace your vehicle. You can get support to cut your emissions, and depending on the vehicle you buy might stop paying the daily congestion charge in town centres..

- [Office for Zero Emission Vehicles](#)
- [Go ultra low campaign](#)

The [Energy Saving Trust](#) provides information on [electric vehicles](#) and [low carbon travel](#) including how to access a variety of support and funding. Specific [advice for businesses](#) is also available on how to reduce transport costs and lower emissions.

[Grants are available for electric vehicle charging infrastructure](#) at home and workplaces.

Electric vehicle charging infrastructure

Comprehensive, accessible and efficient charging infrastructure is essential in enabling the rapid adoption of electric vehicles. Oxford County Council (OCC) are working with partners to develop a network of electric vehicle (EV) charging points across Oxfordshire. The county council as Highways Authority for Oxfordshire undertakes the licensing and installation of new apparatus installed in the public highway, such as EV charging and charging bays for EVs. OCC has a dedicated EV Integration Team to deliver innovation projects in EV technology. The EV integration team is leading the development of an emerging cross-council Oxfordshire Electric Vehicle Infrastructure Strategy (OEVIS) to be delivered in early 2021, which will include recommendations for EV charging in new developments to be implemented via the planning process.

Most people charge their electric vehicles at home or their workplace. Guidance is provided at??. Should the Parish Council keep a list of local charging point installers?

From April 2022, the Electric Vehicle Homecharge Scheme (EVHS) will no longer be open to homeowners (including people with mortgages) who live in single-unit properties such as bungalows and detached, semi-detached or terraced housing.

Installations in single-unit properties need to be completed by 31 March 2022 and a claim submitted to the Driver and Vehicle Licensing Agency (DVLA) by 30 April 2022.

The scheme will remain open to:

- homeowners who live in flats
- people in rental accommodation (flats and single-use properties)

The Electric Vehicle Homecharge Scheme (EVHS) is a grant that provides a 75% contribution to the cost of one chargepoint and its installation. A grant cap is set at £350 (including VAT) per installation. The main requirement is that a person owns, leases, or has ordered a qualifying vehicle and has dedicated off-street parking at their property. A person may apply for 2 chargepoints at the same property if they have 2 qualifying vehicles.

To be eligible for the grant, the vehicle must be listed on the [EVHS eligible vehicles list](#) at the time of installation. The list includes battery-powered and plug-in electric cars, vans, taxis and motorcycles.

Chargepoint installations must be carried out in accordance with:

- BS EN 61851-1:2019
- the current edition of the IET Wiring Regulations – currently BS 7671:2018+A1:2020
- the recommendations of the IET Code of Practice for Electric Vehicle Charging Equipment Installations (as amended)^{[footnote 2](#)}
- the Electricity Safety, Quality and Continuity Regulations

The installation should consider the requirements of BS 8300:2009+A1:2010 and the requirements of disabled people.

The final installation shall be in accordance with the current edition of the Building Regulations Part P (Electrical Safety – Dwellings).

Equipment installed shall meet the applicable minimum IP ratings set out in BS EN 61851-1:2019 and BS 7671:2018 according to the usage location.

The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity. Where local supply constraints prevent operation at full rated capacity, the charging equipment shall be classified according to actual output capacity.

Authorised Installer: A party that has been authorised by OZEV to install electric vehicle chargepoints and apply for the grant on behalf of their customers.

<https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-authorised-installers>

<https://www.gov.uk/government/publications/customer-guidance-electric-vehicle-homecharge-scheme/electric-vehicle-homecharge-scheme-guidance-for-customers>

Map of charge points in Oxfordshire

[Charge point maps by Zap-Map](#) show where charging points are installed across Oxfordshire. With the map, you can:

- check which charge points are available
- find your nearest rapid charging point
- plan a driving route to go via a rapid charging point.

You can download Zap-Map as an app on your mobile.

Electric charging points are provided in Wallingford's Lidl car park but none so far in Cholsey. Electric vehicle chargers are also being installed in public car parks across Oxfordshire, giving residents with no off-street parking the ability to park for free overnight and charge their electric vehicles. Visit the [park and charge website](#) for further details.

Further Information:

- [Oxfordshire County Council Energy and Climate Change](#)
- [The Road to Zero Strategy](#)
- [Section 9, National Planning Policy Framework](#) (Revised, Feb 2019)

ELECTRIC CAR SERVICING

Cholsey has two local garages for servicing vehicles. There is a national need to ensure that more mechanics are specifically trained to maintain electric vehicles.

APPENDIX N

E-SCOOTERS

E-scooters are being trialled in Oxford City, prompted by the Covid 19 pandemic. They are controversial as they can be in conflict with pedestrians and vehicles. They do have certain environmental benefits from a less polluting power source; smaller footprint; easier to park; cheaper to run than cars so possibly more available within the community; children can use them; less mobile people can use them; they can be used for short shopping trips; hire and use schemes are very easy to set up etc. Currently privately owned e-scooters are illegal to ride on a public road, cycle lane or pavement.

If they become legal then it is really up to Cholsey residents to determine how they might be best adopted. Details of the Oxford City trial are given below:

Visitors and residents of Oxford can now hire zero-emission e-scooters as part of a 14-month Government trial. The rental scheme is operated by [Voi Technology](#) and aims to support key workers and people getting back to work and leisure in Oxford.

Scooters can be used on the road and cycle lanes within the trial area but **not on pavements**. The scooters are tracked by GPS and regularly serviced.

Background to the trial

This trial is one of a number of trials permitted in local areas across the UK, in response to social distanced movement and transport challenges arising from coronavirus (COVID-19).

E-scooters used in the trial are approved by vehicle orders issued by the Secretary of State.

These trials are pursued within the scope of the [Emergency Active Travel Plan](#) announced by the Department for Transport (DfT) on 9 May 2020 and are conducted under the Electric Scooter Trials and Traffic Signs (Coronavirus) Regulations and General Directions 2020 (SI 2020/663).

Objectives

1. Support safe commuting to work and education, as an alternative while social distancing measures are in place
2. Reduce private car use and reduce congestion
3. Contribute towards the reduction in air pollution and carbon emissions
4. Test perceptions and attitudes towards new mobility solutions

E-scooters provide a convenient and accessible form of travel for point-to-point- journeys or the first and last mile of public transport. This helps to reduce the need for short car journeys, improving air quality. They will also contribute towards the reduction in congestion and carbon emissions.

Getting started

To ride a scooter, download the [Voi app](#) and upload a copy of your valid driving licence.

It costs £1 to unlock the scooter and then 20p per minute of the ride. There are also several subscriptions to make unlimited rides at a fixed rate. [Voi is offering discounted rides](#) to students, those of low income, NHS and emergency service staff.

Privately owned e-scooters are illegal to ride on a public road, cycle lane or pavement. You can only **legally** ride an e-scooter that has been hired through this trial.

Rules

- You must 18 years old or over
- You must hold a provisional or full driving licence
- Don't allow others to use your Voi account or driving licence. You are responsible for any misuse
- Don't ride on the pavement - only cycle lanes and roads
- Don't ride under the influence of drugs or alcohol
- Only one person per e-scooter
- Scooters will be available for hire 4am - 10pm.

How to find one

They can be found in various parking sites in Oxford. These locations can be seen on the [Voi app](#) and [our interactive map](#). Voi e-scooters are easily identified by their distinctive coral colour. Voi is written in white on the scooter's handlebar shaft.

An initial 153 parking sites have been identified but these sites are subject to regular review throughout the trial. All sites are of equal size and should only ever see a total of ten e-scooters parked within each geofenced zone.

In Oxford, users can only end their rides in mandatory parking zones, identified clearly in the app.

Each e-scooter is tracked via GPS. We have created a virtual boundary with slow-ride and no-ride zones. If an e-scooter is taken outside this virtual boundary software will trigger to reduce the speed gradually. Users can see their locations and operating zone on the in-app map.

- All the scooters are limited to 12 mph
- In a no-ride zone, the motor is slowed to 0 mph. The scooter must be returned to the operating area. Failure to do so will result in a £25 fine against the user's account.
- In a slow-ride zone, the motor is capped to either 5 or 8 mph, depending on location.

Using an e-scooter

Voi has created videos on [how to ride a scooter safely](#) and [other top safety tips](#).

There is a local team employed by Voi to track usage and manage the distribution of e-scooters throughout the day. This means so that they are available where users want them.

For the initial launch, scooters will be available for hire 4am - 10pm. These hours will be reviewed and amended based on demand.

They can't be folded or collapsed in any way and can't be taken on public transport.

How to park

There is advice on the [Voi website about how to park properly](#). Make sure you park where it's accessible for other users (never indoors or in a courtyard). It should never block pathways, accessibility ramps, driveways, crosswalks or cars.

You need a licence

Riders must have a provisional or full driving licence. This is mandated by the Department of Transport (DfT), and Voi also believes that it helps ensure people know the rules of the road and will be more responsible riders. Provisional licenses can be obtained in one week, through [an online application](#). Riders cannot begin their first ride without first verifying their licence in the app. Verification is performed by Onfido, a trusted technology that verifies people's identities using a photo-based identity document, a selfie and artificial intelligence algorithms.

Insurance

Voi has also decided to go beyond the DfT requirements and has included personal accident coverage insurance for all trips. Meaning users have motor third-party insurance.

Reporting problems and feedback

If you encounter any issues with the e-scooter trial, such as the location of parked e-scooters, misplaced scooters, or inappropriate riding behaviour including underage riding (below the age of 18), you should [report it to Voi](#).

Each e-scooter has a unique four-digit alphanumeric number plate located on the side and back of the frame to help identify and report anti-social usage.

Enforcement

To ensure scooters are used safely and in accordance with the local traffic regulations, Voi has a three-strike policy through which users who do not follow the e-scooter rules will see their accounts blocked temporarily or permanently.

With the first strike the user is blocked for a week and is advised to review the safety content provided by Voi (online and via the RideLikeVoila), on the second strike the user is blocked for a month and has to complete [RideLikeVoila](#) before being able to use the service again on the third strike the user is blocked permanently and won't be able to use the service again.

The following behaviours may lead to the suspension of a Voi account (immediate and permanent suspension for underage riding and the three-strike policy is applied for the rest of the offences).

- Twin riding
- Underage riding
- Riding under the influence of alcohol or other substances
- Riding on the pavement
- Riding outside the Voi operational zone
- Riding dangerously on the road
- Parking scooters incorrectly

Feedback

For feedback on the wider trial read and respond to one of our consultations:

- Phase 1: Headington and Marston Areas (Oxford) - closed 13 August
- Phase 2: Eastern Arc Area (Oxford) - closed 17 September
- [Phase 3: Oxford City Area - closes 24 December](#)
- [Public opinion survey of the e-scooter trial - closes on 15 December](#)

Further information and guidance

- [FAQs about the Voi trial \(pdf format, 87Kb\)](#)
- [DfT guidance on scooter trials: guidance for local areas and rental operators](#) - Government information about the e-scooter trials including regulatory changes, trial requirements and monitoring and evaluation of the trials.
- [E-scooter trials: guidance for users](#) - Government guidance on where you are allowed to ride an e-scooter rented as part of a government trial, how to travel safely, licensing guidance and the rules of the road.
- Thames Valley Police (TVP) Guidance - [E-scooters – what are the rules](#)
- [The Road traffic regulation act 1984 – section 64 and 65 authorisation of traffic signs and special directions; awarded to OCC by the Secretary of State for Transport \(pdf format, 2.3Mb\)](#)
- [The Vehicle Special Order \(VSO\) awarded to Oxfordshire County Council \(OCC\) by the Department for Transport \(DfT\) to conduct the trial \(pdf format, 418Kb\)](#)

After the trial

Voi and Oxfordshire County Council will evaluate the data based on previously agreed-upon terms. The DfT will evaluate all the trials separately through its own monitoring and evaluation exercise. We will publish a report on this website about the future of the programme.

(UK Government) E-scooter trials will be brought forward from next year to next month, “extending those trials from four local authorities to every region in the country that wants them.”

This will allow the government to assess the benefits of e-scooters as well as their impact on public space, with the potential to see rental e-scooters on U.K. roads.

APPENDIX O

OLDER PEOPLE, DISABLED PEOPLE, NON CAR DRIVERS, BLUE BADGE SCHEME

The UK’s population is currently ageing at a **fast rate**, along with many other countries worldwide. In 1997 around one in every six people in the UK were of an age of 65 and over whereas in 2017 the number had increased to one in every five people, and this is expected to continue to rise (Office for National Statistics). Older car owners may be unable to obtain a valid driving license or insurance due to medical conditions.

In 2009, the World Health Organization estimated that 314 million people were suffering from visual impairment, 45 million of them being blind. Improving the autonomy of blind people is a particularly important societal issue.

<https://oxford.universitypressscholarship.com/view/10.1093/acprof:oso/9780199679911.001.0001/acprof-9780199679911-chapter-11>

The Government is committed to comprehensive civil rights for disabled people. An integrated transport policy, which encompasses accessible public transport, public transport infrastructure and a barrier-free pedestrian environment is fundamentally important to delivering that commitment.

Part III of the Disability Discrimination Act 1995 (DDA) gives disabled people a right of access to goods, facilities, services and premises. These rights are being phased in over the period 1996 to 2004. Since 1996, it has been unlawful for service providers to treat disabled people less favourably than other people for a reason related to their disability.

Since October 1999 service providers have had to take reasonable steps to change practices, policies and procedures which make it impossible or unreasonably difficult for disabled people to use a service; to provide auxiliary aids or services which would make it easier for, or enable, disabled people to use a service; and to overcome physical features, which make it impossible or unreasonably difficult for disabled people to use a service, by providing the service by a reasonable alternative method. From October 2004, service providers may have to alter the physical features of premises if the service continues to be impossible or unreasonably difficult for disabled people to use.

Updated Guidance has been required since 2018.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/730347/updating-guidance-on-the-accessible-public-realm.pdf

Cholsey Volunteers are able to help non drivers for hospital and GP appointments.

The Blue Badge scheme helps qualifying people to park closer to their destinations if disabled.

Further details and how to apply are contained on the Oxfordshire County Council website:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/parking/where-park/blue-badge-parking-permits/apply-blue-badge>

APPENDIX P

The creation of Connectivity may require a range of engineering and engineering structures.

One example is in improving the connectivity of Fair Mile with the main village of Cholsey.

There are no crossings on the dividing busy A329 Reading Road and currently crossing the road amongst the traffic is both dangerous and discouraging for pedestrians. Children, the disabled and elderly are at an even higher level of risk. Two crossing locations are suggested which can be achieved by several methods such as Toucan crossings with refuges, pedestrian bridges and underpasses.

The northerly crossing position could go on to a combined cycle footpath which reached Ilges Lane and on to the centre of Cholsey village.

It is government policy that a 30 mph speed limit should be the norm in villages. It may also be appropriate to consider 20 mph zones and limits in built-up village streets.

<https://www.gov.uk/government/publications/setting-local-speed-limits/...>

The A329 comes within the village boundaries of Cholsey so should therefore have both 30mph speed limit signage and street lighting. Lighting is only provided for a short section by the layby so is possibly the only normally legal 30 mph stretch of road.

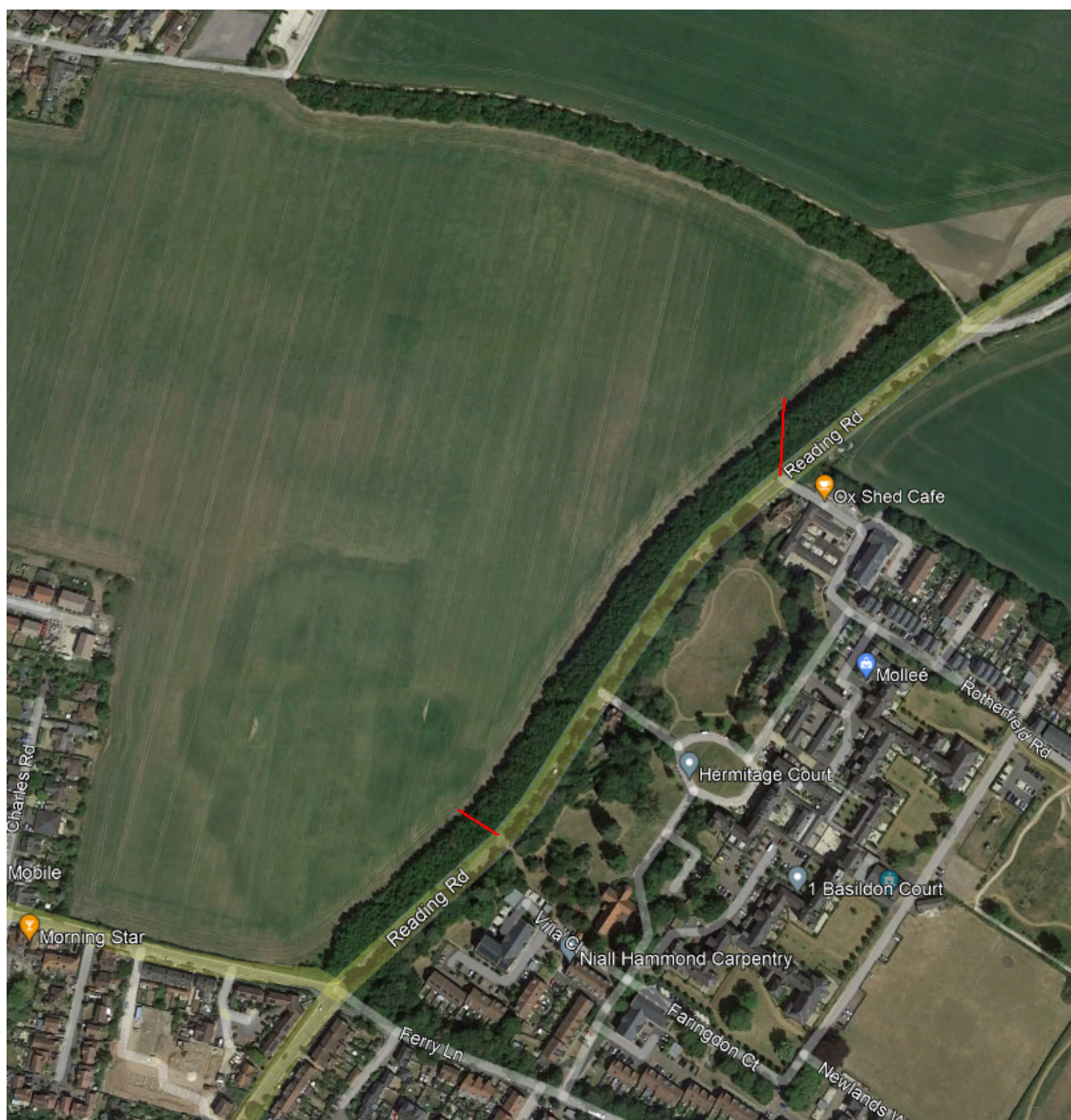
RTRA84 (Road Traffic Regulation Act 1984) does make provision for roads to be legally made into restricted roads that do not meet the basic definition, but in such a case the highway authority would need to have made a traffic regulation order to that effect. This order was made in July 2011 but was strongly objected to by Thames Valley police on regulation compliance, speed compliance and other safety grounds.

https://mycouncil.oxfordshire.gov.uk/documents/s6536/CMDT_JUL2811R03.pdf.

The new Traffic Signs Regulations and General Directions 2016. Schedule 10 Part 2 requires that the speed limit sign must not be placed as a repeater sign where the road is subject to a maximum speed limit of 30 mph and has a system of carriageway lighting. Where lighting is not provided, this indicates repeater signs should be used to reinforce the message to motorists that the zone is a 30mph zone.

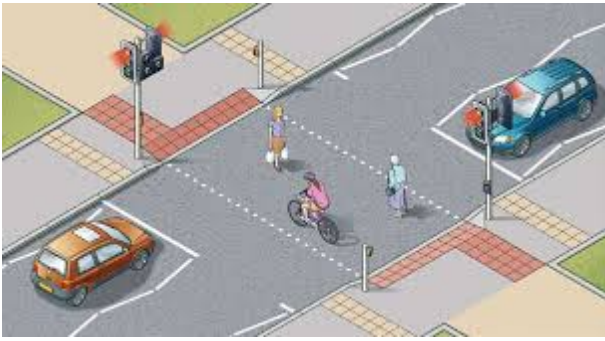
The vehicle activated speed warning sign indicates the vast majority of vehicles are exceeding 30 mph and by some margin. In the UK Highway Code, a built-up area is a settled area in which the speed limit of a road is automatically 30 mph (48 km/h). These roads are known as 'restricted roads' and are identified by the presence of street lights. The developments of Cholsey Meadows means this area should now also be considered as a built up area. Cholsey Parish Council has agreed to apply for 20 mph speed limits within Cholsey.

Zebra crossings should not be installed on roads with an 85 percentile speed of 35 mph or above. Zebra crossings should not be considered where there are significant numbers of vulnerable road users such as: unaccompanied children, elderly and people with disabilities. When considering the installation of a Zebra crossing and pedestrian flows are high during the morning peak and at the end of the school day (but relatively low at other times as in Cholsey's case), because of significant numbers of school children, then the presence of a school crossing patrol should also be taken into account when making the choice between types of crossing. A School crossing patrol can assist to ensure there are reasonable gaps for both vehicles and pedestrians.



Connectivity crossings between Fair Mile and the rest of Cholsey

Pedestrian Crossings



The most basic form of helping people to cross the road is a crossing with a pedestrian refuge, which is usually in the form of an island in the centre of the road.

There are currently five types of formal pedestrian crossings used in the United Kingdom, these being Zebra, Pelican, Puffin, Toucan and Pegasus crossings. Toucan crossings accommodate cyclists and Pegasus crossings equestrians.

Zebra

Crossings are marked by black and white painted strips across the road and flashing amber beacons. The [Highway Code](#) says that motorists '**must** give way when someone has moved onto a crossing'. However, pedestrians should remain on the kerbside for safety's sake until approaching vehicles have stopped. Zebra crossings are cheaper to build than traffic signal controlled crossings although their use on roads where traffic speeds are higher than 35 mph is not recommended.

Pelican

Crossings have red/amber/green signals facing drivers, and red man/green man signal heads on the opposite side of the road to the pedestrians waiting to cross. A pedestrian push button unit operates these. When the red man is lit pedestrians should not cross (although it is not against the law to do so). The Highway Code says that when the steady red signal to traffic is lit then drivers **must** stop. The green man will then light for pedestrians and they should, having checked that it is safe to do so, cross the road. When the green man begins to flash pedestrians should not start to cross although there is still enough time for those on the crossing to finish their journey safely. At most Pelican crossings there is a bleeping sound to indicate to the visibility impaired when the steady green man is lit. Crossings without these bleepers may be fitted with a tactile rotating knob under the push button unit, which rotates when the green man is illuminated.

Puffin

Crossings differ from Pelican crossings, as they do not have a flashing green man/flashing amber signal. The overall crossing time is established each time by on-crossing pedestrian detectors. The demand for the crossing is still triggered by the push button unit but kerbside pedestrian detectors are fitted to cancel demands that are no longer required (when a person crosses before the green man lights). At the latest Puffin crossings the red man/green man signals are above the push button unit on the pedestrians' side of the road. This layout encourages pedestrians waiting at the crossing to look at the approaching traffic at the same time as looking at the red man/green man signal. Again there will generally be either bleepers or tactile rotating knobs fitted in the push button unit.

Toucan

Crossings are designed for both pedestrians and cyclists and are typically used adjacent to a cycle-path (Cyclists are not allowed to cross the road using Zebra, Pelican or Puffin crossings). They have the same signals as Pelicans, but include a green cycle symbol alongside the green man. Toucans can be far-sided or near-sided like a Puffin Crossing and at the latest Toucan crossings the crossing time is established each time by on-crossing detectors in the same way as Puffins. The cost of a Toucan is similar to that of a Puffin.

Pegasus

Crossings are similar to Toucan crossings but have a red/green horse symbol and higher mounted push buttons to allow horse riders to cross. This type of crossing is only used where many crossing movements are made across a busy main road. Equestrian Crossings can be for horse and rider alone, or combined with cycle and/or pedestrian facilities. In both cases a holding coral segregates horses from pedestrians.

'Staggered' Pelican, Puffin and Toucan

Crossings - When the crossings on each side of a central island are not in line they are two separate crossings. Pedestrians should cross the road in two stages by pressing the push buttons for each crossing and waiting for the green man to light at each separate crossing. Because it may lead to confusion between crossings there is no bleeper at 'staggered' traffic signal crossings. There may be a tactile rotating knob below the push button unit to help deaf or blind people in this instance.

Facilities for Disabled Pedestrians

The needs of disabled pedestrians should be considered when designing the layout of crossings. If these are well provided then a better crossing will probably result for all users.

Dropped kerbs provide easy access for wheelchair users and people with walking difficulties.

To ensure the safety of blind and partially sighted people at these sites it is important to provide tactile paving to the recommended layouts in Disability Unit Circular DUL/91 [SOID 2/1994](10). The ramped section, leading to the crossing and the immediate approaches, should be indicated by contrasting coloured tactile surfaces.

At signal-controlled crossings audible signals or beepers in the form of a pulsed tone and/or tactile signals are normally used during the green figure or “invitation to cross” period. The signals are intended for the benefit of blind or partially sighted pedestrians although they can also be helpful to others.

In residential areas objections to audible signals may be encountered. It is important that the audible unit is adjusted to suit the local conditions. There can be particular annoyance at night. A time switch may be incorporated to enable the sound to be reduced in level, or, if appropriate, switched off.

At adjacent sites, such as at a staggered crossing, there is a risk that the signal at one crossing may be heard and mistaken for another and so the standard audible signal must not be used. An alternative which is suitable for use at staggered crossings is the facility known as ‘bleep and sweep’. The tone produced by the unit has been specially designed to be distinctive and the audible range has been restricted. By monitoring the ambient level of traffic noise the unit adjusts the level of the audible tone to that which is loud enough to be heard only near the crossing in use.

If audible signals cannot be used then tactile signals should always be provided. These are small cones mounted beneath the push button box which rotate when the steady green figure is shown. Reference should be made to local mobility officers/representative groups. If there are local people with vision and hearing difficulties, tactile signals are strongly recommended. Also if audible signals are to be switched off at night, then tactile signals should be considered.

All the above devices, whether audible or tactile, must conform to TR 0141(5) including the requirements for lamp monitoring. Traffic Advisory Leaflet 4/91(11) gives further information.

An embossed ‘Z’ on the beacon post is being trialled to help blind pedestrians recognize Zebra crossings. This may be introduced as an option in the future.

‘Non-prescribed’ zebra crossings on side roads

Manchester is to trial a new form of zebra crossing which may be of benefit to Cholsey. Transport Research Laboratory (TRL) research indicates they lead to a 65% increase in drivers giving way. (55 people in Greater Manchester had been killed at side road junctions on minor roads over a three year period).

A prescribed zebra crossing has black and white stripes with give way lines, yellow globes on striped posts, and a line of studs and zigzag markings. A non-prescribed zebra crossing uses the black and white markings without all the other features; thereby allowing the crossing to be installed in the pedestrians’ desired walking line, directly across the mouth of a junction. They help ensuring that people feel safe walking to school, the shops and work.

YouGov polling data commissioned by Living Streets has found that:

- **83%** of adults would feel more confident crossing the road with zebra markings
- **29%** of adults have been hit or had a near miss at a side road
- **65%** of adults think the UK government should authorise zebra markings on side roads

Stephen Edwards, Interim CEO, Living Streets said:

“The school run is responsible for half a million tonnes of carbon dioxide emissions annually - more than the carbon footprint of some small countries. Switching our short car journeys to cleaner modes of transport is vital to achieve net zero, but we know from our work in schools nationwide that families are often put off walking because streets don’t feel safe and welcoming.”

Additional YouGov polling found that 76 per cent of parents of 4-11-year-olds would feel safer about their child walking to school (or allowing them to walk independently) if there were zebra crossings on side roads and 76 per cent would also be more likely to walk to school if there were zebra crossings at side roads.

The latest National Travel Survey showed that just 47 per cent of 5–16-year-olds in England walk to school, down from 70 per cent in the 1970s.

The proposed side road zebra markings - that do not use expensive Belisha Beacons or zigzags - are in common use across the world to give greater priority to pedestrians when crossing quieter roads. They are also in widespread use across the UK in supermarket car parks and airports and are already authorised for use on protected cycle tracks. The crossings typically cost around £1,000 compared to £40,000 for a zebra crossing with Belisha Beacons.



Trial of ‘non-prescribed’ zebra crossings on side roads



Pedestrian Refuge Islands



Refuge islands are a relatively inexpensive method of improving crossing facilities for pedestrians. Where they are to be provided it is essential they are large enough. An absolute minimum of 1.2 metres width is needed but the standing area for pedestrians must be sufficient for the location. Walking to a school, for example, large numbers of children and parents with prams and pushchairs may need to be accommodated.

The carriageway width at the crossing should be sufficient to prevent vehicles passing too close to the refuge or the footway as this can be intimidating for pedestrians. Consider also the needs of cyclists who could be overtaken alongside a refuge. A single carriageway approach width of 4 to 4.5 metres adjacent to a refuge is recommended.



Good lighting will ensure clear visibility for approaching drivers. To enhance this, or if there is a problem with vertical alignment, a central marker beacon is sometimes used. Care should be taken that the beacon column does not obstruct pedestrians.



If the refuge island is not on a straight stretch of carriageway, the width either side of the refuge may need to be greater. The width of the crossing should be maintained across the full carriageway. This should include the refuge island which will have either openings or dropped kerbs. Under no circumstances should a pedestrian be encouraged to cross with dropped kerbs on one footway only to find a lesser provision on the refuge or the other footway. See also Disability Unit Circular DU 1/91 [SOID 2/1994](10).

Pedestrians can be tempted to cross near or in the 'shadow' of the refuge. This can be potentially dangerous. In these cases, if the refuge cannot be located where there is a clear desire line, measures such as guard railing should be considered.

Vehicles parking adjacent to the refuge may reduce inter-visibility or block the free flow of vehicular traffic. If considered a problem then waiting and loading restrictions may need to be imposed. For the same reason care should be taken if the refuge is to be near a bus stop.

If a refuge is to be on the approach to a junction the existence and extent of the average vehicle queue should be recorded. Queueing vehicles can block access to a refuge resulting in the pedestrian having the choice of either crossing through the queue or away from the refuge. The positioning of the refuge is, therefore, important. For disabled pedestrians the dangers are accentuated

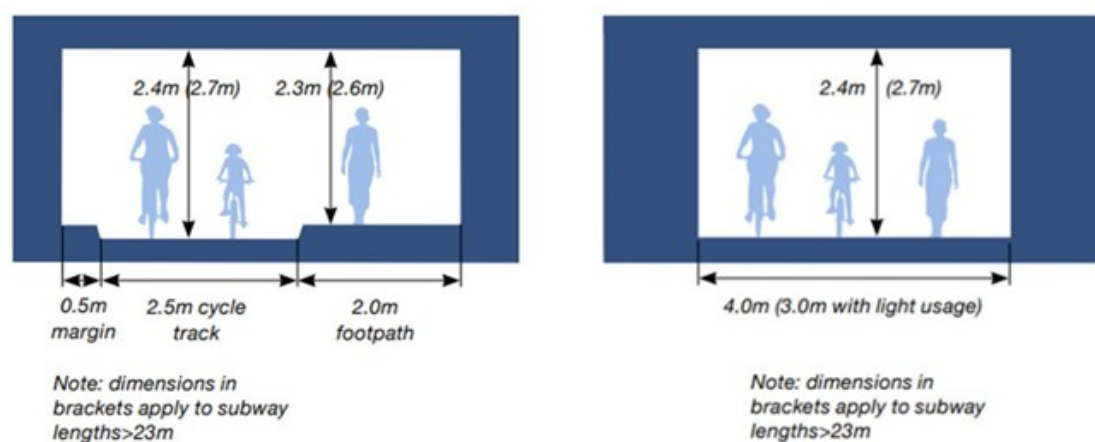
Underpasses

Benefits of subways/underpasses include:

- Conflict free crossings.
- Avoids exposure to weather.
- More comfortable gradients than bridges and ramps.

Key design features include:

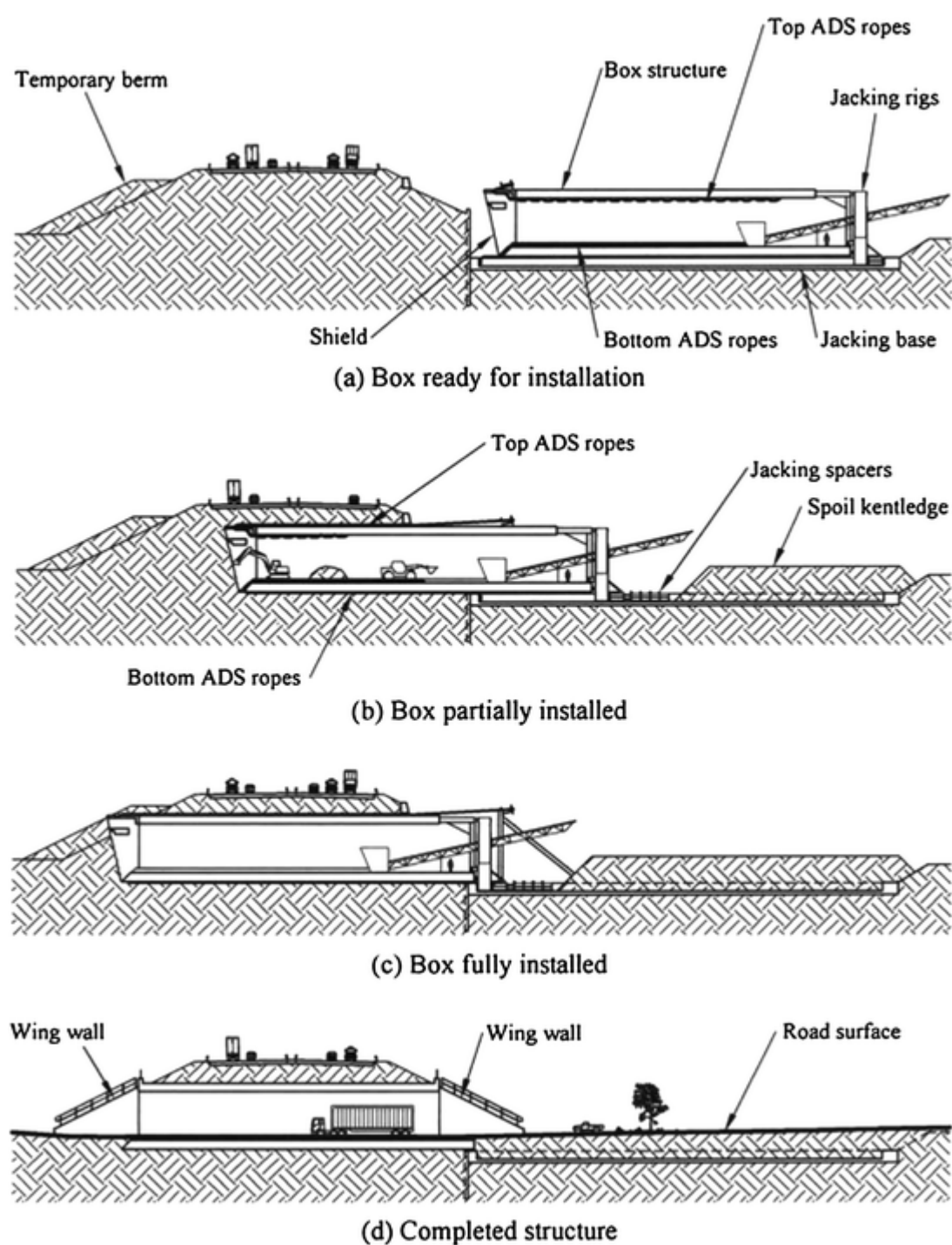
- Subways/underpasses require considerable investment.
- Where there are high user flows, separation should be considered.
- The crossing and its approaches should be straight or nearly straight.
- Where separation is required, a shallow 45 degree kerb face is normally sufficient.



Key dimensions of a separated and a combined cycleway/footpath

Where a road or railway exists then it is common practice to jack an underpass under the road or railway without ever interrupting its use.

Jacked-box tunnelling is a non-invasive technique for constructing a new underpass, culvert or subway beneath existing infrastructure, such as highways and railways. It was used for the first time under a live motorway in the United Kingdom at junction 15A, on the M1 motorway, when a vehicular underpass 14 m wide and 8.2 m high by 45 m long was installed with 1.6 m minimum cover to the motorway. Particular attention is given to the ground movement control measures adopted, which made it possible to safely install a large monolithic box structure at shallow depth beneath the motorway without impeding motorway traffic.



Foot bridges

Foot bridges can Create a network of connections for pedestrians and cyclists. Modern designs can be far more attractive than previously, according to taste.



Ponte Segunda Circular

Lisbon, Portugal

The distinctive orange passage is constructed of steel, and the arrangement of the spans was inspired by the farm paths that used to crisscross the local landscape.



The Luchtsingel

Rotterdam, Netherlands

This was financed by the city and a crowdfunding campaign. The wooden structure is lined with planks bearing the names of the sponsors.



Cirkelbroe

Copenhagen

Inspired by the form of a series of ships moored next to each other.

Five circular platforms—each with a “mast”—are joined to create the 129-foot-long pedestrian and cyclist passage

Advantages and Disadvantages of Pedestrian Bridges

Bridges offer us a further way to connect to communities, other people, and nature. With those benefits in mind, pricing and structural commitments need to be made once you begin a bridge project.

Advantages of Pedestrian Bridges

Bridges can bring people together, connect different communities, add an artistic element to the outdoors, and help explore nature more quickly.

Here is a list of the advantages a pedestrian bridge offers.

1. Allow access to attractive views.
2. Enhance nature’s beauty.
3. Ensure safer crossings over high traffic roadways, railroads, etc., in rural areas.
4. Increase accessibility to anyone who is disabled.
5. Offer year-round access to frequently flooded areas or ephemeral (seasonal) streams.
6. Provide access to previously inaccessible lands for backpacking, hiking, mountain biking, horseback riding, etc.



Disadvantages of Pedestrian Bridges

Here is a list of the disadvantages of a pedestrian bridge.

1. Difficult or costly to implement in remote areas.
2. Increase cost in urban areas if the bridge requires long ramps for accessibility.
3. Limited access for bridge maintenance and needs to be wide enough for cyclists and walkers.
4. If stairs are required to get to the bridge crossing level the crossing is not suitable for the disabled, some elderly, mobility scooters and the pushing of prams
5. Light structures have to be made higher than normal due to the danger of collapse if hit by over height vehicles.

Fibre Reinforced Polymer (FRP) Bridge

FRP is a lightweight material that can provide easy access to remote areas. It may have a higher upfront cost but is durable, requires minimal maintenance, and will have a 100+ year lifespan. Learn more about FRP bridges [here](#).

Steel Bridge

Steel bridges also have a long lifespan; however they are extremely heavy. Steel bridges are difficult to build or assemble on an interior trail system which leads to much higher installation costs.

Wooden Bridge

A bridge constructed of wood might be your least expensive option. However, wooden bridges need frequent maintenance and the bridge lifespan may only be about 30 years.

Bridge Environmental Factors

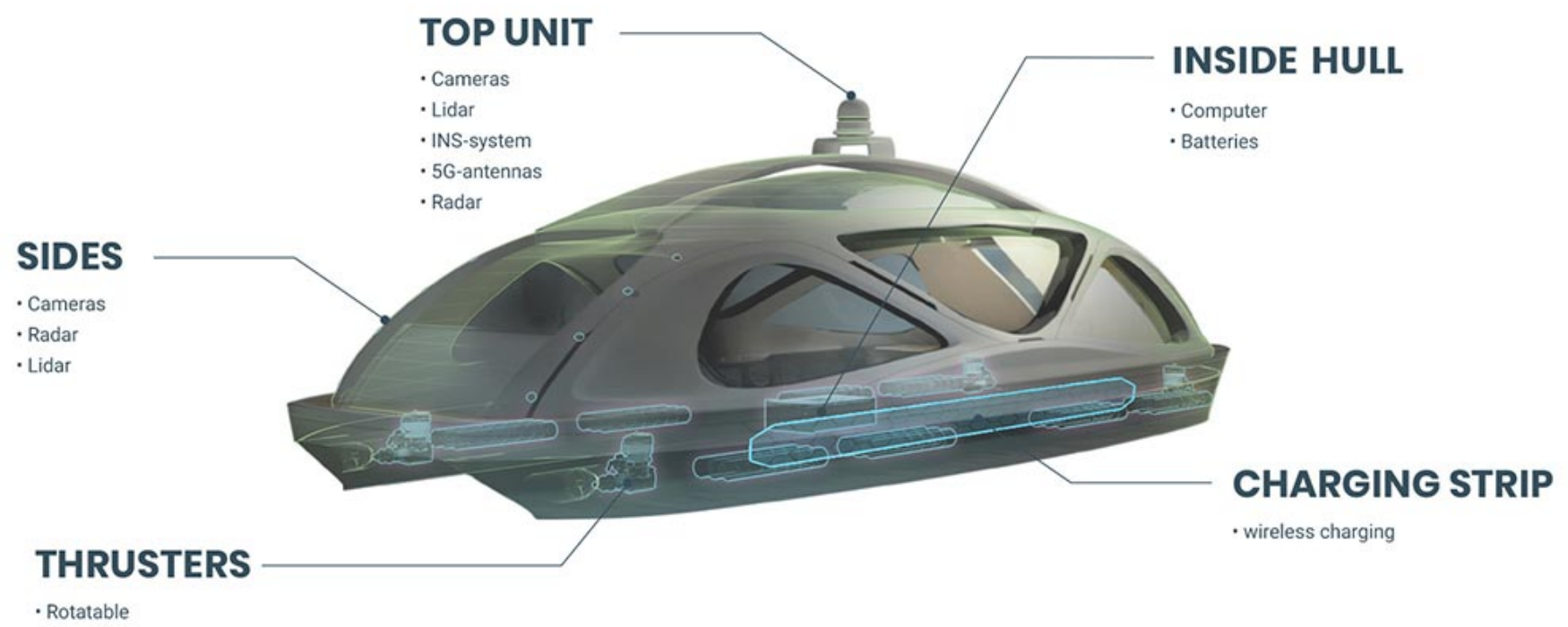


Understanding the bridge's natural landscape will help determine the difficulty involved in installing a bridge. Landscape factors to consider are:

- Will the bridge need to cross over a body of water?
- Will the bridge need to cross over a highway?
- Will you need a detailed geotechnical analysis?
- Will you need to conduct a flood study?
- Will you be able to transport the bridge parts and tools without much difficulty?

Driverless Ferries

Norway is already producing 12 seater electric motored driverless ferries. These could be used to connect Cholsey with villages the other side of the Thames such as Little Stoke and further up and downstream such as Moulsoford, Benson and the Town of Wallingford.



<https://www.yankodesign.com/2020/10/31/this-electric-self-driving-smart-ferry-is-the-tesla-of-public-transport-boats/>

APPENDIX Q

Glossary of planning terms

There are various technical terms used in this document and in the planning process. This glossary provides definitions to a range of such terms. Laws, procedures and Government Department names are subject to change. The latest information should be sought where necessary.

Adoption - The final confirmation of a local plan by a local planning authority.

Advertisement consent - A type of consent required for certain kinds of advertisements, such as shop signs and hoardings. Some advertisements are allowed without the need for an application by the Town and Country Planning (Control of Advertisement) (England) Regulation 2007.

Affordable housing - Social rented, affordable rented and intermediate housing, provided to eligible house-holds whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Annual monitoring report - A report that allows the Local Authority to assess the extent to which policies and proposals set out in all the local development documents are being achieved.

Appeal - The process by which a planning applicant can challenge a planning decision that has been refused or had conditions imposed.

Area action plan - A document forming part of the local plan containing proposals for a specific defined area.

Area of outstanding natural beauty (AONB) - A formal designation of an area where planning control is based on the protection and enhancement of the natural beauty of the area.

Article 4 direction - A direction restricting permitted development rights within a specified area. They are often used in conservation areas to provide protection for things like windows, doors, chimneys, etc.

Automatic number plate recognition (ANPR): Technology that reads vehicle registration plates.

BANANA - An extreme kind of NIMBY - Build Absolutely Nothing Anywhere Near Anyone.

Biodiversity - The degree of variation of life forms within a particular ecosystem. Biodiversity is a measure of the health of an ecosystem. Human activity generally tends to reduce biodiversity, so special measures often need to be taken to offset the impact of development on natural habitats.

BAP - Biodiversity Action Plan gives priority species and habitats were those that were identified as being the most threatened and requiring conservation action under the UK BAP.

Battery Electric Vehicles (BEVs): A vehicle that uses an electric motor with energy stored in rechargeable battery packs.

Biodiversity - The degree of variation of life forms within a particular ecosystem. Biodiversity is a measure of the health of an ecosystem. Human activity generally tends to reduce biodiversity, so special measures often need to be taken to offset the impact of development on natural habitats.

Brownfield land - Land that has been previously developed.

Building for life - A technique for assessing the quality of housing proposals using 20 criteria including sustainability urban design and social/community factors.

Buildings at risk - A term used to describe historic buildings that are vacant and/or in poor condition. Some local authorities have buildings at risk surveys.

Business area - An area covered by a neighbourhood plan which is wholly or predominantly business in nature. The designation of a business area allows businesses to vote in the referendum, in addition to those living in the area.

Call in - A discretionary power of the Secretary of State for Communities and Local Government to 'call in' certain planning applications and subject them to a public inquiry if the granting of planning permission may substantially conflict with the National Planning Policy Framework or with adopted local planning policy.

Capacity building - Training, education and awareness-raising initiatives, often used as part of community engagement initiatives, to inform people about things like neighbourhood planning and related issues.

Case law - Decisions by the courts on the interpretation of legislation.

Catchment area - The area from which most of the people using/visiting a city/town centre or other attraction would travel.

Central business district - The centre of a city, especially the part where office buildings are focused.

Certificate of lawfulness - A certificate that can be obtained from the local planning authority to confirm that existing development is lawful within the community. These developments must meet minimum criteria and have local support demonstrated through a referendum.

Change of use - A material change in the use of land or buildings that is of significance for planning purposes e.g. from retail to residential.

Character appraisal - An appraisal, usually of the historic and architectural character of conservation areas.

Cholsey Neighbourhood Plan (CNP) - The local area in which a neighbourhood plan can be introduced

Clean Air Zones (CAZs): An area where vehicles with higher tailpipe pollutant emissions are restricted or charged for access.

Clone towns - A term coined by the New Economics Foundation in 2004 for towns whose high streets are dominated by chain stores and where the locally distinctive character of the centre has been adversely affected.

Community - A group of people that hold something in common. They could share a common place (e.g. individual neighbourhood) a common interest (e.g. interest in the environment) a common identity (e.g. age) or a common need (e.g. a particular service focus).

Community engagement and involvement - Involving the local community in the decisions that are made regarding their area.

Community infrastructure levy - Allows local authorities to raise funds from developers undertaking new building projects in their areas. Money can be used to fund a wide range of infrastructure such as transport schemes, schools and leisure centres.

Community plan - A plan produced by a local authority-led partnership to improve the quality of life of people living and working in an area. Community plans take a wide view and cover social and economic issues which development plans, including neighbourhood plans, do not normally address.

Community profiling - Gathering statistical data on the community, e.g. population size, income, which helps build up a 'social profile' of the community.

Community Right to Bid - Aims to give community groups the time to develop bids and raise money to buy public assets that come onto the open market.

Community Right to Build - Allows local people to drive forward new developments in their area where the benefits (e.g. profits from letting homes) could stay.

Community Right to Challenge - Gives voluntary and community groups the right to express an interest in taking over the running of a local service.

Community Safety Assessment (CSA): Assess the potential impact of schemes on community safety.

Compulsory purchase - A legal process initiated by a local authority to acquire privately owned land in order to implement public policy without the agreement of the owner.

Conditions - Planning conditions are provisions attached to the granting of planning permission.

Conformity - There is a requirement for neighbourhood plans to have appropriate regard to national policy and to be in conformity with local policy.

Connected and Autonomous Vehicle (CAV): Vehicles equipped to exchange information with surrounding environment and can operate in a mode which is not being controlled by an individual.

Conservation area - An area of special architectural or historic interest, the character and appearance of which are preserved and enhanced by local planning policies and guidance.

Conservation area consent - Consent needed for the demolition of unlisted buildings in a conservation area.

Consultation - A communication process with the local community that informs planning decision-making.

Core strategy - A development plan document forming part of a local authority's local plan, which sets out a vision and core policies for the development of an area.

COVID-19: An infectious disease caused by a newly discovered coronavirus. Responsible for a global pandemic in 2020-22.

Delivery vehicle - The means of making things happen. It could refer to a partnership or a community development trust or other arrangement designed to make projects happen.

Demand responsive transport (DRT): A flexible mode of transportation that adapts to the demands of its user groups.

Department for Transport (DfT): The government department responsible for the English transport network.

Design and access statement - A short report accompanying a planning permission application. Describes design principles of a development such as layout, townscape characteristics, scale, landscape design and appearance.

Development - Legal definition is "the carrying out of building, mining, engineering or other operations in, on, under or over land, and the making of any material change in the use of buildings or other land."

Development brief - Guidance on how a site or area should be developed in terms of uses, design, linkages, conservation, etc.

Development management (previously known as development control) - The process of administering and making decisions on different kinds of planning application.

Development plan - A document setting out the local planning authority's policies and proposals for the development and use of land in the area.

Duty to co-operate - A requirement introduced by the Localism Act 2011 for local authorities to work together in dealing with cross-boundary issues such as public transport, housing allocations or large retail parks.

Economic development - Improvement of an area's economy through investment, development, job creation, and other measures.

Electric bike (e-bike): Bicycles with a battery-powered assist.

Electric scooter (e-scooters): Motorised stand up scooter with an electric motor.

Electric vehicle (EV): A vehicle that uses an electric motor for propulsion, comprising BEV's, as well as plug-in hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.

Enforcement - Enforcement of planning control ensures that terms and conditions of planning decisions are carried out.

Enforcement notice - A legal notice served by the local planning authority requiring specified breaches of planning control to be corrected.

England's Economic Heartland (EEH): Partnership authority group, which functions as a non-statutory sub-national transport body.

Environmental impact assessment - Evaluates the likely environmental impacts of the development, together with an assessment of how these impacts could be reduced.

Enterprise zone - A defined area in which there are simplified planning controls and financial incentives aimed at attracting development.

Equalities impact assessment - For a neighbourhood plan, this would be an assessment of impacts against different characteristics protected by law (such as gender, ethnicity and disability). This can be useful in demonstrating that a plan does not breach human rights law.

Evidence base - The evidence upon which a development plan is based, principally the background facts and statistics about an area, and the views of stakeholders.

(Hydrogen) Fuel-Cell Vehicles (FCEV): Electric vehicles with a hydrogen fuel cell system instead of a battery pack.

Flood plain - An area prone to flooding.

Front loading - An approach to community engagement in which communities are consulted at the start of the planning process before any proposals have been produced.

General (Permitted Development) Order

The Town and Country Planning General (Permitted Development) Order is a statutory document that allows specified minor kinds of development (such as small house extensions) to be undertaken without formal planning permission.

General power of competence - A power conveyed by the Localism Act 2011 to give local authorities the ability to undertake any action in the best interest of their communities unless it is against the law.

Green belt - A designated band of land around urban areas, designed to contain urban sprawl.

Greenfield site - Land where there has been no previous development.

Green infrastructure - Landscape, biodiversity, trees, allotments, parks, open spaces and other natural assets.

Green space - Those parts of an area which are occupied by natural, designed or agricultural landscape as opposed to built development; open space, parkland, woodland, sports fields, gardens, allotments, and the like.

Green travel plan - A package of actions produced by a workplace or an organization setting out how employees, users or visitors will travel to the place in question using options that are healthy, safe and sustainable, and reduce the use of the private car.

Gross Domestic Product (GDP): Monetary measure of the market value of all the final goods and services produced in a specific time period.

Habitats Regulation Assessment (HRA): Refers to the several distinct stages of Assessment which must be undertaken to determine if a plan or project may affect the protected features of a habitats site.

Health Impact Assessment (HIA): Practical approach used to judge the potential health effects of a policy, programme or project on a population¹.

Heavy Goods Vehicles (HGV's): Commercial trucks that feature a gross combination mass of over 3500kg.

Highway authority - The body with legal responsibility for the management and maintenance of public roads. In the UK the highway authority is usually the county council or the unitary authority for a particular area, which can delegate some functions to the district council. The county council as the Highways Authority will assess development proposals submitted for planning permission and, if not objecting, recommend to the district council planning conditions or Section 106 obligations that we feel are necessary in order to make the development acceptable.

Historic parks and gardens register - The national register managed by English Heritage which provides a listing and classification system for historic parks and gardens.

Housing associations - Not-for-profit organisations providing homes mainly to those in housing need.

Independent examination - An examination of a proposed neighbourhood plan, carried out by an independent person, set up to consider whether a neighbourhood plan meets the basic conditions required.

Hydrogen Fuel-Cell Vehicles (FCEV): Electric vehicles with a hydrogen fuel cell system instead of a battery pack.

Infrastructure - Basic services necessary for development to take place e.g. roads, electricity, water, education and health facilities.

Inquiry - A hearing by a planning inspector into a planning matter such as a local plan or appeal.

Infilling - The filling of a small gap in an otherwise built-up frontage or on other sites within settlements where the site is closely surrounded by buildings. - SODC Core Strategy.

Innovation Hub (iHUB): Oxfordshire County Council's innovation team.

Integrated Sustainability Appraisal (ISA): Assessment that combines the SEA, HIA, EqlA, CSA and HRA processes.

Internal combustion engine (ICE): Vehicle that is powered using a traditional petrol or diesel engine.

Internet of Things (IoT): System of interrelated, internet-connected objects that are able to collect and transfer data over a wireless network without human intervention.

Judicial review - Legal challenge of a planning decision, to consider whether it has been made in a proper and lawful manner.

Key performance indicators (KPI's): A quantifiable measure of performance over time for a specific objective.

Killed or Seriously Injured (KSI): Standard metric used to measure road safety.

Legislation - The Acts of Parliament, regulations, and statutory instruments which provide the legal frame-work within which public law is administered.

Light Goods Vehicles (LGV): Commercial trucks that feature a gross combination mass of under 3500kg.

Listed buildings - Any building or structure which is included in the statutory list of buildings of special architectural or historic interest.

Listed building consent - The formal approval which gives consent to carry out work affecting the special architectural or historic interest of a listed building.

Localism - Shifting power away from central government control to the local level. Making services more locally accountable, devolving more power to local communities, individuals and councils.

Local Development Framework (LDF) - Old name for local plans in metropolitan (single tier) areas.

Local authority - The administrative body that governs local services such as education, planning and social services.

Local Cycling and Walking Infrastructure Plans (LCWIPs): Strategic policy documents that identify improvements to active travel infrastructure at the local level.

Local Development Order - Local Development Orders allow planning authorities to implement policies in their development plan by granting planning permission for a particular development or for a particular class of development.

Local Enterprise Partnership (LEP): Voluntary partnerships between local authorities and businesses formed in 2011 to help determine local economic priorities and lead economic growth and job creation within its local area.

Local green space - This is a formal designation that may be made by neighbourhood plans, to provide protection for green spaces valued by the local community.

Local Industrial Strategy (LIS): Documents that aim to increase regional economic productivity.

Local list - A list produced by a local authority to identify buildings and structures of special local interest which are not included in the statutory list of listed buildings.

Local plan - The name for the collection of documents prepared by a local planning authority for the use and development of land and for changes to the transport system. Can contain documents such as development plans and statements of community involvement.

Local planning authority - Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, a county council, a unitary authority or national park authority.

Local referendum - A direct vote in which communities will be asked to either accept or reject a particular proposal.

Local strategic partnership - Initiative in every local authority to develop partnership working between public agencies, voluntary groups and businesses and to more effectively deliver public services.

Local transport plan - Plans that set out a local authority's policies on transport on a five yearly basis.

Local Transport and Connectivity Plan (LTCP): Oxfordshire County Council's new Local Transport Plan.

Local Transport Plan 4 (LTP4): Oxfordshire County Council's previous Local Transport Plan (2015-2031).

Low Traffic Neighbourhood (LTN): Residential areas where through motor traffic is prevented by traffic filters, whilst still allowing access for cycling and other forms of micro-mobility.

Material considerations - Factors which are relevant in the making of planning decisions, such as sustainability, impact on residential amenity, design and traffic impacts.

Micro-generation - The small-scale generation of renewable energy usually consumed on the site where it is produced.

Minerals plan - A statement of the policy, advice and guidance provided by local authorities regarding the extraction of minerals.

Ministry of Housing, Communities and Local Government - Government ministry with responsibility for areas such as local government, housing, planning, community cohesion.

Mixed use - The development of a single building or site with two or more complementary uses.

Mobility as a Service (MaaS): The integration of various forms of transport services into a single mobility service accessible on demand

National Nature Reserves (NNRs): Established to protect important habitats, species and geology, and to provide 'outdoor laboratories' for research.

Nationally significant infrastructure - Major infrastructure developments such as power plants, airports, railways, major roads, etc.

National park - An area of natural or semi-natural land designated in order to maintain the special ecological, geomorphological or aesthetic features of the area.

National Planning Policy Framework (NPPF) – The government policy document adopted in March 2012 intended to make national planning policy and guidance less complex and more accessible. The National Planning Policy Framework introduces a presumption in favour of sustainable development. It gives guiding principles of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

Neighbourhood area - The local area in which a neighbourhood plan or neighbourhood development order can be introduced.

Neighbourhood development order - An order introduced by a parish or town council, or a neighbourhood forum, as part of the neighbourhood planning process, which grants planning permission for a specific development or type of development.

Neighbourhood plan - A planning document created by a parish or town council or a neighbourhood forum, which sets out the vision for the neighbourhood area, and contains policies for the development and use of land in the area. Neighbourhood plans must be subjected to an independent examination to confirm that they meet legal requirements, and then to a local referendum. If approved by a majority vote of the local community, the neighbourhood plan will then form part of the statutory development plan.

Neighbourhood forum - Designated by the local authority in non-parished areas, an organisation established for the purpose of neighbourhood planning to further the social, economic and environmental well-being of the neighbourhood area. There can only be one forum in an area.

Neighbourhood planning - A community-initiated process in which people get together through a local forum or parish or town council and produce a neighbourhood plan or neighbourhood development order.

New Roads and Streetworks Act (NRSWA): Provides a legislative framework for street works by contractors and works for road purposes.

Nighttime economy - The network of economic activities which operate in cities and towns principally in the evenings and at night, such as theatres, restaurants, cinemas, nightclubs, and public houses.

NIMBY - 'Not in my back yard' - used when discussing planning issues. The term is used to define the opposition of residents who are against new developments that they believe will devalue their properties

Non-determination - When a planning application is submitted and the local authority fails to give a decision on it within the defined statutory period.

Office of Rail and Road (ORR): The independent safety and economic regulator for Britain's railways and monitor of National Highways.

Operational development - The carrying out of building, engineering, mining or other operations in, on over, or under land; part of the statutory definition of development (the other part being material changes of use of buildings or land).

OUH Trust: Oxford University Hospitals NHS Foundation Trust.

Oxfordshire County Council (OCC): The county council for Oxfordshire.

Oxford to Cambridge Arc (OxCam Arc): The Oxford to Cambridge Arc has been identified by the Government as a national economic priority. The Arc is formed of five ceremonial counties: Oxfordshire, Northamptonshire, Buckinghamshire, Bedfordshire and Cambridgeshire.

Oxfordshire Electric Vehicle Infrastructure Strategy (OEVIS): Strategy jointly produced by the Oxfordshire councils which sets out the policies and plans to realise our vision for EV charging in Oxfordshire.

Oxfordshire Growth Board: A joint committee of the six councils of Oxfordshire together with key strategic partners.

Oxfordshire Knowledge Spine: Key north-south corridor that covers Bicester, Oxford and Science Vale.

Oxfordshire Mobility Model (OMM): The new strategic transport model for Oxfordshire.

Oxfordshire Rail Corridor Study (ORCS): Rail study that was funded and progressed as a partnership between the Department for Transport, local stakeholders and the rail industry.

Oxfordshire Strategic Model (OSM): The previous strategic transport model for Oxfordshire.

Park and Ride (P&R): Parking facilities with public transport connections that are located outside of city/town centres.

Permitted development - Certain minor building works that don't need planning permission e.g. a boundary wall below a certain height.

Parish plan - A non-statutory plan produced by a parish council that sets out a vision for the future of a parish community and outlines how that can be achieved in an action plan.

Parking standards - The requirements of a local authority in respect of the level of car parking provided for different kinds of development.

Plan-led - A system of planning which is organised around the implementation of an adopted plan, as opposed to an ad hoc approach to planning in which each case is judged on its own merits.

Planning gain - The increase in value of land resulting from the granting of planning permission. This value mainly accrues to the owner of the land, but sometimes the local council negotiates with a developer to secure benefit to the public, either through Section 106 planning obligations or the setting of a community infrastructure levy.

Planning inspectorate - The government body established to provide an independent judgement on planning decisions which are taken to appeal.

Planning (listed buildings and conservation areas) Act 1990 - The primary piece of legislation covering listed buildings and conservation areas.

Planning obligation - Planning obligation under Section 106 of the Town and Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal. Sometimes developers can self-impose obligations to pre-empt objections to planning permission being granted. They cover things like high-way improvements or open space provision.

Planning permission - Formal approval granted by a council allowing a proposed development to proceed.

Policy - A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.

Presumption in favour of sustainable development - The concept introduced in 2012 by the UK government with the National Planning Policy Framework to be the 'golden thread running through both plan making and decision taking'. The National Planning Policy Framework gives five guiding principles of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

Previously Developed Land - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Public inquiry - See Inquiry.

Public open space - Open space to which the public has free access.

Public realm - Areas of space usually in town and city centres where the public can circulate freely, including streets, parks and public squares.

Public Rights of Way (ProW): Network of routes where public use is legally protected.

Qualifying body - Either a parish/town council or neighbourhood forum, which can initiate the process of neighbourhood planning. Referred to as a neighbourhood planning body throughout this guide.

Referendum - A vote by which the eligible population of an electoral area may decide on a matter of public policy. Neighbourhood plans and neighbourhood development orders are made by a referendum of the eligible voters within a neighbourhood area.

Regeneration - Upgrading an area through social, physical and economic improvements.

Retail - The process of selling single or small numbers of items directly and in person to customers. The use category defined as Class A1 in the Town and Country Planning (Use Classes) Order 1987.

Rural - Areas of land which are generally not urbanised; usually with low population densities and a high proportion of land devoted to agriculture.

Scheduled ancient monument - A nationally important archaeological site, building or structure which is protected against unauthorised change by the Ancient Monuments and Archaeological Areas Act 1979.

Section 106 - see Planning obligation.

S278 Agreements: A section of the Highways Act that allows developers to enter into a legal agreement with the council to make permanent alterations or improvements to a public highway, as part of a planning approval.

Sequential test - A principle for making a planning decision based on developing certain sites or types of land before others, for example, developing brownfield land before greenfield sites, or developing sites within town centres before sites outside town centres.

Setting - The immediate context in which a building is situated, for example, the setting of a listed building could include neighbouring land or development with which it is historically associated, or the surrounding townscape of which it forms a part.

SHLAA - This is Strategic Housing Land Availability Assessment, which is undertaken by the local planning authority to identify potential development sites for housing in their area.

SHMA - This is Strategic Housing Market Assessment, which is an evidence-based assessment of the housing market to establish housing need in an area. It is undertaken by the local planning authority.

SHELAA - This is Strategic Housing and Employment Land Availability Assessment which is similar to a SHLAA, but also includes assessment of potential sites for employment development.

Significance - The qualities and characteristics which define the architectural or historic interest of a historic building or area.

Site allocation plan - A plan accompanying a planning policy document or statement which identifies sites within the plan area on which certain kinds of development are proposed, e.g. residential or retail development.

Site of special scientific interest (SSSI) - A protected area designated as being of special interest by virtue of its flora, fauna, geological or geomorphological features. Sites of special scientific interest (SSSI) are designated under the Wildlife and Countryside Act 1981 by the official nature conservation body for the particular part of the UK in question.

Social enterprise - A business that trades primarily to achieve social aims, whilst making a profit.

Soundness - The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified, whether it is effective, and whether it is consistent with national and local planning policy. Plans found to be unsound cannot be adopted by the local planning authority. It should be noted, neighbourhood plans are NOT required to meet these tests of soundness.

Space standards - Quantified dimensions set down by a local planning authority to determine whether a particular development proposal provides enough space around it so as not to affect the amenity of existing neighbouring developments. Space standards can also apply to garden areas.

Spatial planning - A wider view of planning, which involves co-ordination and integration across different sectors such as transport and industry. Brings together all policies and programmes which have an impact on the environment in which you work, live or play.

Stakeholders - People who have an interest in an organisation or process including residents, business owners and government.

Statement of community involvement - A formal statement of the process of community consultation undertaken in the preparation of a statutory plan.

Statutory development plan - Focus on land use development set within the context of wider social, economic and environmental trends and considerations. Reflects national planning policies to make provisions for the long-term use of land and buildings.

Statutory undertaker - An agency or company with legal rights to carry out certain developments and highway works. Such bodies include utility companies, telecom companies, and nationalised companies. Statutory undertakers are exempt from planning permission for many minor developments and highway works they carry out.

Strategic Active Travel Network (SATN): Oxfordshire County Council project aimed at providing a county-wide approach to walking and cycling connectivity.

Strategic environmental assessment

Environmental assessment as applied to policies, plans and programmes. Has been in place since the European SEA directive (2001/42/EC).

Strategic Road Network (SRN): Roads managed by National Highways comprising motorways and some A roads.

Sustainability appraisal - An assessment of the environmental, social and economic impacts of a local plan from the outset of the preparation process to check that the plan accords with the principles of sustainable development.

Sustainable drainage systems (SuDS): Designed to manage stormwater locally (as close its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passive treatment.

Strategic planning - The overall vision and policies for the planning system in an area. Lays out what an area wants development to accomplish.

Strategic policy - A policy that is essential for the delivery of a strategy, for example, the overall scale and distribution of housing and employment in an area.

Supplementary planning document - Provides detailed thematic or site-specific guidance explaining or supporting the policies in the local plan.

Sustainable development - An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that "meets the needs of the present without compromising the ability of future generations to meet their own needs".

Tenure - The terms and conditions under which land or property is held or occupied, e.g. five year leasehold, freehold owner occupation, etc.

Tenure blind - This means that affordable housing is treated in the same way as market housing, so that it is indistinguishable.

Town and Country Planning Act 1990 - Currently the main planning legislation for England and Wales is consolidated in the Town and Country Planning Act 1990; this is regarded as the 'principal act'.

Townscape - The pattern and form of urban development; the configuration of built forms, streets and spaces.

Transport Systems Catapult (TSC): One of eleven elite technology and innovation centers established and overseen by the UK's innovation agency, Innovate UK. Now known as the Connected Places Catapult.

Tree preservation order (TPO) - An order made by a local planning authority to protect a specific tree, a group of trees or woodland. Tree preservation orders (TPOs) prevent the felling, lopping, topping, uprooting or other deliberate damage of trees without the permission of the local planning authority.

Ultra-Low Emission Zone (ULEZ): The charging low emission zone in central London.

Unmanned Aerial Vehicles' (UAV): Remote-controlled aircraft or small aerial devices which do not have an on-board pilot.

Urban - Having the characteristics of a town or a city; an area dominated by built development.

Urban design - The design of towns and cities, including the physical characteristics of groups of buildings, streets and public spaces, whole neighbourhoods and districts, and even entire cities.

Urban fringe - The area on the edge of towns and cities where the urban form starts to fragment and the density of development reduces significantly.

Use class - The legally defined category into which the use of a building or land falls (see Use classes order).

Use classes order - The Town and Country Planning (Use Classes) Order 1987 (as amended) is the statutory instrument that defines the categories of use of buildings or land for the purposes of planning legislation. Planning permission must be obtained to change the use of a building or land to another use class.

Village design statement - A document that identifies and defines the distinctive characteristics of a locality, and provides design guidance to influence its future development and improve the physical qualities of the area. Village design statements have generally been produced for rural areas, often by parish councils.

World heritage site - A place that has been designated by UNESCO as being of outstanding cultural or physical importance to the common heritage.

Zero Emission Vehicles (ZEV): A vehicle which emits 0g of carbon dioxide from the tailpipe per kilometre travelled.

Zero Emission Zones (ZEZs): An area where all vehicles except those with zero tailpipe emissions are restricted or charged.

APPENDIX R

Sources of information and support

Appendices

Appendix 1:

Additional Neighbourhood Planning Resources

In addition to the resources provided by the county council and your local district council, the following websites provide valuable information and resources to groups involved in neighbourhood planning and preparing neighbourhood plans.

Cholsey Meadows Action Plan 2020

Cholsey Meadows Travel Plan Report v2 2019

[ACRE Community-Led Planning Site](#)

ACRE's (Action with Communities in Rural England) website provides neighbourhood planning news and resources.

[Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust - Guide to Planning Policy](#)

This website provides advice on conserving and enhancing the natural environment, and how to implement policies through neighbourhood plans.

[Design Council - Design in Neighbourhood Planning](#)

This toolkit provides guidance on how they can help communities achieve their aspirations of well-designed places.

[Energy Saving Trust](#)

This tool helps communities provide home energy advice. As well as providing a tailored report on energy saving for everyone who uses it, the community HEC enables community groups to track how many people they have advised and gain an overall picture of home energy efficiency in their area.

[Localism Act 2011](#)

The Localism Act sets out a series of measures with the potential to achieve a substantial and lasting shift in power away from central government and towards local people.

[Locality](#)

Locality provides grant and technical support to neighbourhood planning groups for preparing neighbourhood plans on behalf of the Ministry for Housing, Communities and Local Government (MHCLG).

[Ministry of Housing, Communities and Local Government \(MHCLG\)](#)

The MHCLG website provides the latest government advice for communities in neighbourhood planning.

[National Planning Policy Guidance - Neighbourhood Planning](#)

The guidance explains the neighbourhood planning system introduced by the Localism Act, including key stages and considerations required.

Policy and advice

National Planning Policy Framework

planningguidance.communities.gov.uk/blog/policy/

National Planning Practice Guidance

[www.gov.uk/guidance/neighbourhood-planning-- 2](http://www.gov.uk/guidance/neighbourhood-planning--2)

Locality

neighbourhoodplanning.org

Historic Environment Local Management

helm.org.uk

Building for Life 12

<http://designcouncil.org.uk/resources/guide/building-life-12-third-edition>

[Connecting Oxfordshire](#) - includes information on the county council's objectives, plans and strategies related to local transport, active and health travel, specific area strategies, and reducing transport emissions.

[School travel plans](#) - almost every school in Oxfordshire has a document that sets out a plan of action to reduce car use, manage traffic-related issues, and encourage a mix of walking, cycling and bus journeys to school, as appropriate for that individual school.

[Oxfordshire County Council Highway Infrastructure Policy](#) - this is a manual of policies for the maintenance and management of the highway network in Oxfordshire.

PlanningInOxfordshire@Oxfordshire.gov.uk

travelchoices@oxfordshire.gov.uk

[Connecting Oxfordshire volume 1 – policy and overall strategy \(pdf format, 10Mb\)](#)

[Guide to Developer Contributions \(pdf format, 1.4Mb\)](#)

Neighbourhood Planning Roadmap

<http://www.speedlimit.org.uk/twenty.html>

Transport Development Control (TDC)

- Oxfordshire County Council [Transport Development Control \(TDC\)](#)

- ▶ Residential Road Design Guide
- ▶ Cycling Design Standards
- ▶ Walking Design Standards
- ▶ Parking Standards

The county council's Transport Development Control (TDC) team will contribute to responses on draft plans. In order to comment on specific site allocation proposals, the following information should be provided:

- Scaled location plan(s)
- Scaled site plan(s)
- Scaled plan(s) showing proposed access arrangements (vision splays to design standards to be shown), for both vehicles and pedestrians/cyclists
- Brief description of development proposal(s)

How the consultation process works

There are two categories of planning application:

Either the district councils or this council register a planning application and send a consultation request to us (the Transport Development Control Team) to comment on transport issues. We then have a target of 21 days to make a response. The formulation of this response can include getting supporting advice from internal experts.

- [Find a planning application](#)
- [How to comment](#)

[Planning policy](#)

For advice prior to making a planning application we have a pre-application procedure. [The full details of this are provided here.](#)

Advice on district council planning applications

All planning applications are determined by the relevant local planning authority (district council). Our Transport Development Control team is a statutory consultee of the planning process and therefore gives technical advice to the district councils on the transport and highway implications of each proposal.

This advice is used by the district council, who is the decision-making authority, in determining the planning application.

Our main responsibilities are to:

- assess the transport and highway implications of new development within the framework of government and council guidelines and make recommendations to the local planning authorities as to whether the application should be permitted or refused on transport grounds
- protect the highway network and existing transport infrastructure from the impacts of new developments
- secure the upgrading of existing and provision of new transport infrastructure to accommodate and mitigate against the impact of the development proposals
- secure contributions to improve transport provision in a wider context to account for the cumulative affects of new developments.
- promote our sustainability objectives by encouraging walking, cycling and public transport

These responsibilities are undertaken in accordance with the policies in the development plan and the [Local Transport Plan](#)

The county council's Transport Development Control (TDC) team will contribute to responses on draft neighbourhood plans. In order to comment on specific site allocation proposals, the following information should be provided:

- Scaled location plan(s)
- Scaled site plan(s)
- Scaled plan(s) showing proposed access arrangements (vision splays to design standards to be shown), for both vehicles and pedestrians/cyclists
- Brief description of development proposal(s)

Further advice from TDC officers may also be available but may be subject to a charge in accordance with the latest fees agreed by our Cabinet.

- [Oxfordshire County Council Transport Planning Application Advice](#)

Oxfordshire County Council contact: transport.development.control@oxfordshire.gov.uk

- [Oxfordshire County Council Highway Searches](#) - how to find out if land is part of the public highway
- [Connecting Oxfordshire volume 1 – policy and overall strategy \(pdf format, 10Mb\)](#)

Air Quality

<https://oxfordshire.air-quality.info/local-air-quality-management/south-oxfordshire>

<https://oxfordshire.air-quality.info/location/wallingford>

https://mycouncil.oxfordshire.gov.uk/documents/s1704/TDC_FEB1110R60.pdf

<https://css.umich.edu/factsheets/carbon-footprint-factsheet>

Organisations

Urban Vision Enterprise CIC

www.uvns.org

Civic Voice

www.civicvoice.org.uk

Community Matters

www.communitymatters.org.uk

The Planning Portal

www.planningportal.gov.uk

RTPI/Planning Aid

www.rtpi.org.uk/planningaid

Institute of Historic Building Conservation

www.ihbc.org.uk

Design Council CABE

www.designcouncil.org.uk/our-work/cabe

Historic England

<https://historicengland.org.uk>

Natural England

www.naturalengland.org.uk

National Planning Forum

www.natplanforum.org.uk

Action for Market Towns

www.towns.org.uk

Historic Towns and Villages Forum

www.historictownsforum.org.uk

National Association of Local Councils

www.nalc.org.uk

Campaign for the Protection of Rural England

www.cpre.org.uk

National Council of Voluntary Organisations

www.ncvo-vol.org.uk

The Environment Agency

www.environment-agency.gov.uk

Planning Advisory Service

www.pas.gov.uk

The Glass-House

www.theglasshouse.org.uk

Communityplanning.net

www.communityplanning.net

Action with Communities in Rural England

www.acre.org.uk

Placecheck

placecheck.info