
From: Mark Partington
Sent: 22 November 2017 09:47
To: Planning Policy Vale
Cc:
Subject: Re: Vale Local Plan Part 2

Dear Sirs,

Please note that I wish to object to the above stated plan as unsound for the following reasons:

1. Proposed development of Dalton Barracks site (Core policy 8a/b)

In principle this is a good idea.

More discussion is required in transport infrastructure for this development. see below

2. Core policies 8a/b & 12a

To take 2 routes for bus/cycle path straight across greenbelt land to a proposed site for a park and ride at Lodge Hill is bonkers. The proposed routes look like they have been chosen as a last minute option in a school geography project. "Help - how are we going to get from these new houses to the park and ride (if they put it at Lodge Hill)? Well we don't have any time left to discuss it, so if we take the shortest route we'll draw it on the map and worry about it later".

If the proposed Lodge Hill park and ride was located at the A34/A415 Marcham Interchange instead, none of this would be required and the green belt would be preserved. The development at Dalton Barracks would be better served, and the bus route from there to Oxford would be more direct instead of more buses going via Wootton and other surrounding villages. Also travellers from areas south of Abingdon would be better served by this location.

There is another way to provide access to public transport the surrounding villages:

There is no public transport through Sunningwell any more. It was clearly not financially viable to run a single bus Abingdon/Oxford bus twice a day through the surrounding area.

In order to be successful, a public transport system needs to satisfy 3 basic criteria: convenience of access, frequency and price. The the existing X3/X13 service between Abingdon to Oxford has all 3 if you happen to live close enough to the route. The price consideration is arguable, but there are ways. It's about a mile and a half from Sunningwell to Lodge Hill (the nearest X3/X13 stop). Not convenient for the vast majority. How about a system of feeder buses to that route? If a small bus circulated via Lodge Hill between, say, Sunningwell, Boars Hill and Wootton, even via Dunmore Road. The bus could probably do the circuit in 30-40 minutes. The bus could run all day and open up public transport to thousands.

P.S Even if you take no notice of my suggestions, I strongly endorse the SPADE and Sunningwell Parish Council consultation responses.

Mark Partington

