



Vale
of White Horse

Analysis of
travel patterns of
people living in new
homes built between
2001 and 2007 in the
Vale of White Horse

Your Vale - Your Future

July 2008

هذه الوثيقة متاحة باللغة العربية عند الطلب.
Arabic

এই ডকুমেন্ট অনুরোধে বাংলায় পাওয়া যায়।
Bengali

ਇਹ ਦਸਤਾਵੇਜ਼ ਮੰਗ ਕੇ ਪੰਜਾਬੀ ਵਿਚ ਵੀ ਲਿਆ ਜਾ ਸਕਦਾ ਹੈ।
Punjabi

درخواست پر یہ دستاویز اردو میں بھی مل سکتی ہے۔
Urdu

本文件可以應要求，製作成中文(繁體字)版本。
Chinese

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Analysis of travel patterns of people living in new homes built between 2001 and 2007 in the Vale of White Horse.

1 Background

- 1.1 In accordance with the Town and Country Planning Act 2004, the Council is preparing a Local Development Framework (LDF) for the Vale. This will replace the existing Local Plan. The LDF is made up of a suite of documents, including a Core Strategy which will contain a vision for the Vale and broad policies and proposals to guide development over the next 20 years. This study forms part of the evidence base that will inform the Core Strategy.
- 1.2 Government guidance in PPS1 and PPS3 recommends that housing should be developed in locations that have a good range of community services and facilities and which have good access to jobs and public transport. Recent development in the Vale has occurred in the five main settlements, particularly in Abingdon and Wantage. This study investigates which settlements are the most self-contained by asking people by means of a questionnaire where they travel to work, to do their shopping and for recreational activities. It also investigates to what extent public transport is being used from each settlement.

2 Methodology

- 2.1 A questionnaire was sent out accompanied by an explanatory letter with a pre-paid return envelope. A copy of the questionnaire and the accompanying letter can be found in appendix 1.
- 2.2 The questionnaire was sent out in March 2007 to people living in all new homes in the Vale built between the date of the last census in 2001 and March 2007, covering just under 6% of the total housing stock in the Vale. Residents were given just over a month to complete and return the form. A total of 2,871 questionnaires were sent out and 994 were returned, a response rate of 35%. This is a very high response rate for such a survey as rates are often as low as 10%.
- 2.3 Once received, responses were entered onto spreadsheets and split into the following areas to analyse:
 - Abingdon – 297 responses
 - Faringdon – 100 responses
 - Wantage and Grove – 184 responses
 - Botley (comprising the parishes of Cumnor and North Hinksey) – 24 responses
 - Rural areas – 413 responses

3 Results

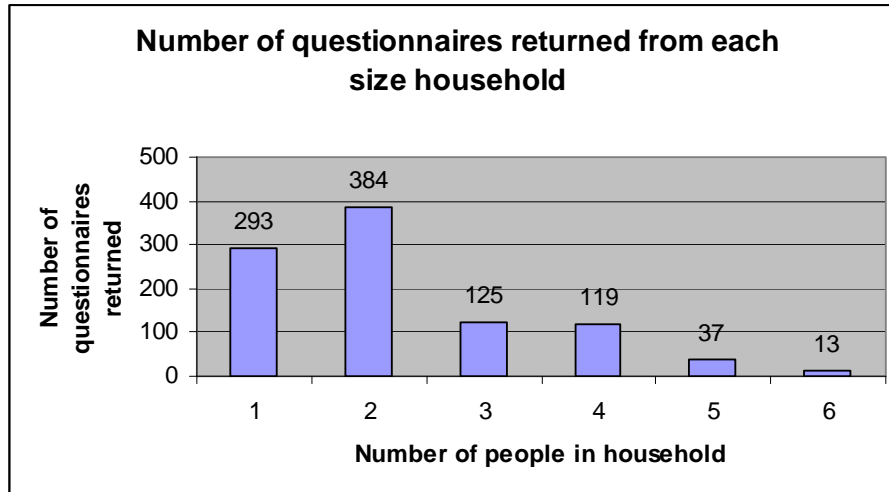
Main residence

- 3.1 7 questionnaires were returned which stated that the property was not used as a main residence. 3 of these were from Abingdon, 2 from Grove and 2 from Wantage. This could mean that the property is used only at weekends, only during the week or only at certain times of the year. One respondent from Wantage explained that their main

residence was in London but as they work in Grove, this property was used during the week to avoid a long commute. These responses were excluded from further analysis.

Number of people in household

3.2 The following graph shows the number of questionnaires that were returned from each different size of households.

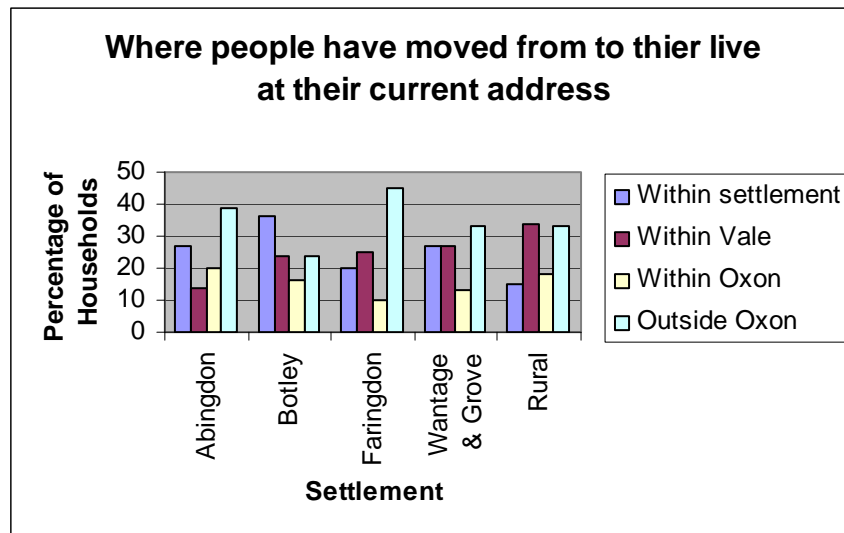


3.3 The highest number of questionnaires were returned from 2 person households but there was also a high response from single person households.

Previous Address

3.4 The following table shows where people have moved from to live in the new homes built in the Vale.

Place of residence	% households moved to current address from within the settlement	% households moved to current address from elsewhere within the Vale	Total % of households moved to current address from within the Vale	% households moved to current address from elsewhere within Oxfordshire	% households moved to current address from outside Oxfordshire
Abingdon	27	14	41	20	39
Botley	36	24	60	16	24
Faringdon	20	25	45	10	45
Wantage & Grove	27	27	54	13	33
Rural	15	34	49	18	33
Totals	22	25	47	17	36

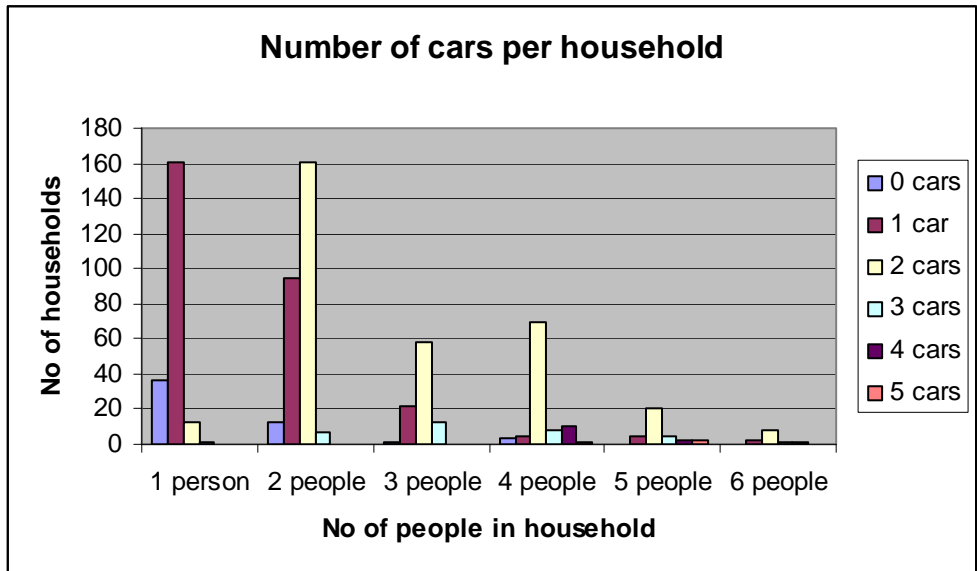


3.5 These results show that a high proportion of residents living in new homes in the Vale have moved from within the Vale (47%). However, there is a high percentage of residents living in new homes in Faringdon that have moved from outside the county (45%). By contrast, a high percentage of residents living in new homes in Botley have moved into them from elsewhere within the settlement (36%).

Number of cars per household

3.6 The number of cars per household compared to the number of people living in the house will affect the travel patterns of the residents. The following table shows the number of people living in the house along the top row and the number of cars down the side.

	Households with 1 person	Households with 2 people	Households with 3 people	Households with 4 people	Households with 5 people	Households with 6 people	Total no of cars
0 cars	37	13	1	3	0	0	0
1 car	161	94	22	5	4	2	288
2 cars	12	161	58	69	21	8	329
3 cars	1	7	13	8	5	1	35
4 cars	0	0	0	10	2	1	13
5 cars	0	0	0	1	2	0	3

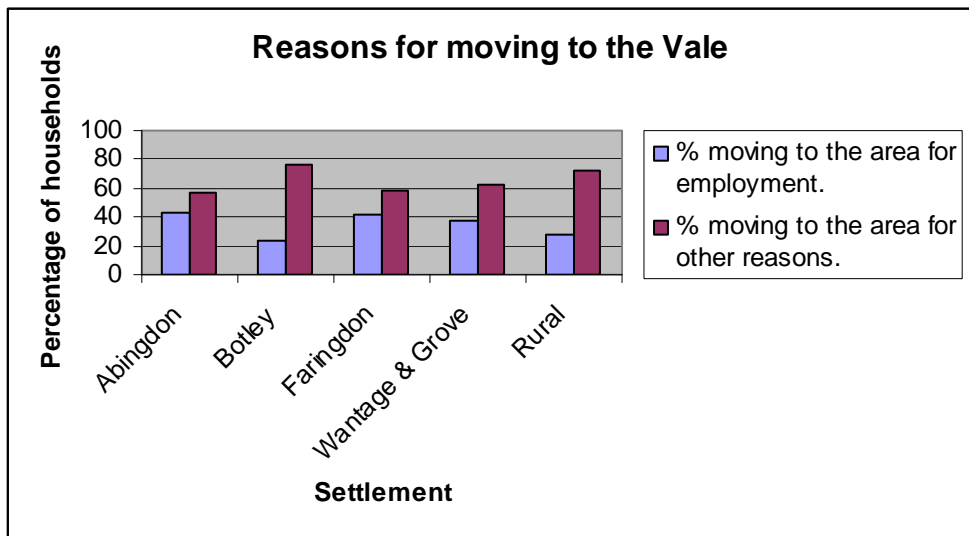


3.7 The table and graph show that most households have 2 cars except for households with one person where there is usually only one car. Interestingly, there are still 12 single person households with 2 cars.

Reasons for moving in to the Vale

3.8 Proximity to employment can be a major factor in deciding where to live and it has a major impact on daily travel patterns. The following table and graph show how many of the respondents moved to the Vale because of employment.

Place of residence	% moving to the Vale for employment.	% moving to the Vale for other reasons.
Abingdon	43	57
Botley	23	77
Faringdon	42	58
Wantage & Grove	38	62
Rural	28	72

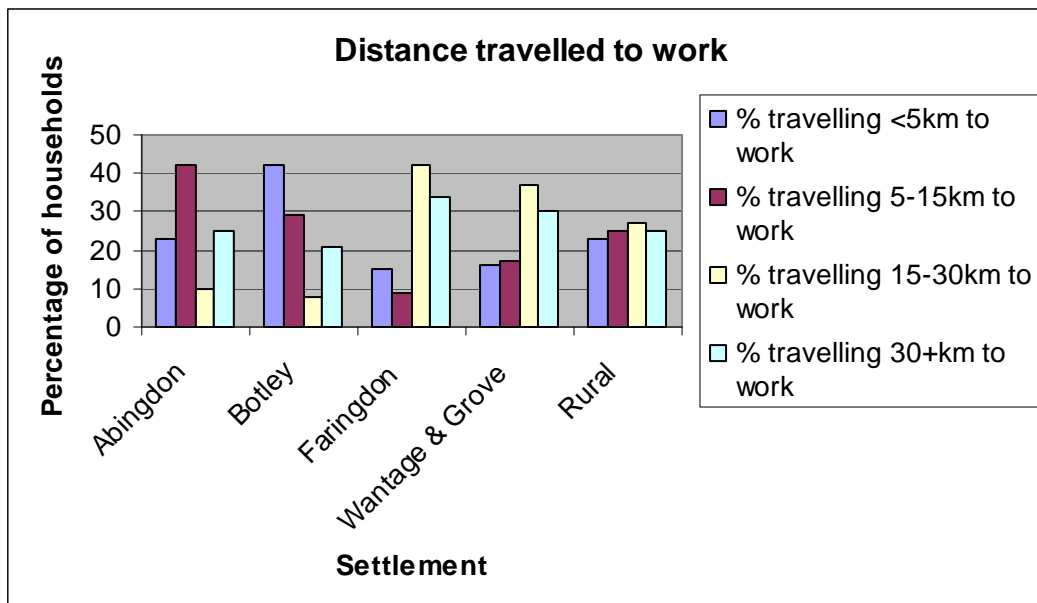


3.9 Fewer people are moving to the Vale for employment reasons than for other reasons, particularly when relocating to Botley or to rural areas.

Distances travelled to work

3.10 In total, 1,221 of the respondents were in employment. The following table and graph show how far people are travelling to get to work. A list of destinations travelled to from each settlement can be found in appendix 2.

Place of residence	% travelling <5km to work	% travelling 5-15km to work	% travelling 15-30km to work	% travelling 30+km to work
Abingdon	23	42	10	25
Botley	42	29	8	21
Faringdon	15	9	42	34
Wantage & Grove	16	17	37	30
Rural	23	25	27	25
Totals	22	27	25	26



3.11 These results show that commuting distances up to 15km are the norm for households in Abingdon and Botley but longer distances are more common from Faringdon and Wantage & Grove. The rural areas show a fairly even split between shorter and longer distances.

3.12 42% of the respondents from Abingdon travel between 5 and 15km to work. Most of these are going to Oxford (25%). Following this, the most common destinations are Milton Park (6%) and Harwell Business Centre (4%).

3.13 Almost half of the households in Botley (42%) travel less than 5km to work. Almost all of these are to Oxford. Other destinations include a wide range of distances travelled.

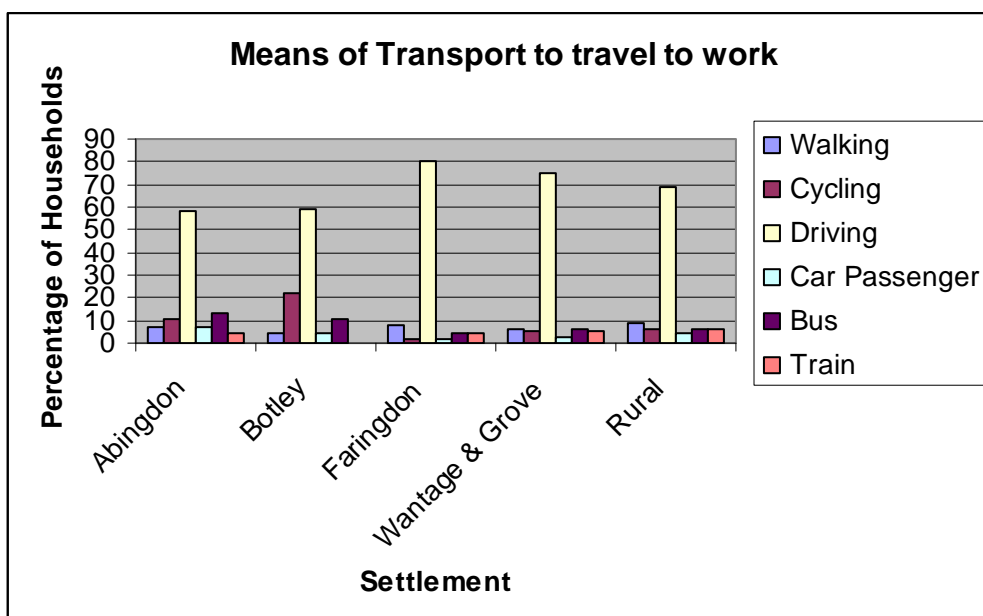
3.14 42% of respondents from Faringdon travel between 15 and 30km to work. This is a high percentage due to almost a quarter of all the households that responded from Faringdon (22%) work in Swindon. 14% of households stay in Faringdon to work and 11% travel to Oxford. Following this, other common destinations include London, Wantage, Abingdon and Witney.

- 3.15 The highest proportion of residents from Wantage and Grove are travelling between 15 and 30km to work, mainly to Oxford, Abingdon and Didcot.
- 3.16 Although there is an even spread of distances that people are travelling to work from the rural areas it is interesting to note that 9% of the rural respondents work in Abingdon and 21% work in Oxford. Following a previous study, villages have been placed in order in terms of services and facilities (A Study of Village Facilities in the Vale, July 2007). The following villages are those with the best range of services and facilities.
- | | |
|---------------------|----------------------------------|
| 1. Kennington | 6. Steventon |
| 2. Wootton | 7. Watchfield |
| 3. Shrivenham | 8. Kingston Bagpuize & Southmoor |
| 4. Sutton Courtenay | 9. Radley |
| 5. Drayton | 10. Stanford in the Vale |
- 3.17 Of the 10 villages with the best range of services and facilities, 8% of households stay within their own settlement to work.
- 3.18 In terms of how self-contained the settlements are, the following percentages of people in new homes remain in their own town or village to work.
- Abingdon – 18%
 - Botley – 4%
 - Faringdon – 14%
 - Wantage & Grove – 14%
 - 10 Villages with best range of services and facilities – 8%

Means of travelling to work

- 3.19 The following table and graph show the modes of transport used to travel to work.

Place of residence	% walking to work	% cycling to work	% driving to work	% travelling as a car passenger to work	% taking the bus to work	% taking the train to work
Abingdon	7	11	58	7	13	4
Botley	4	22	59	4	11	0
Faringdon	8	2	80	2	4	4
Wantage & Grove	6	5	75	3	6	5
Rural	9	6	69	4	6	6
Totals	8	7	67	5	8	5



3.20 The figures show that there is a heavy dependence on the car to get to work from all areas of the Vale. Faringdon and Wantage and Grove have the highest proportions driving to work. However, residents in Botley demonstrate a relatively high level of cycling and those in Abingdon make good use of the bus.

Full and part time work

3.21 The following table shows how many respondents work full time and how many work part time. However, the questionnaire did not ask for working hours so the results do not show whether part time workers will be making the same number of journeys as they would be if they were working full time (i.e. working mornings or afternoons) or whether the total number of journeys will be reduced (i.e. working 3 days per week).

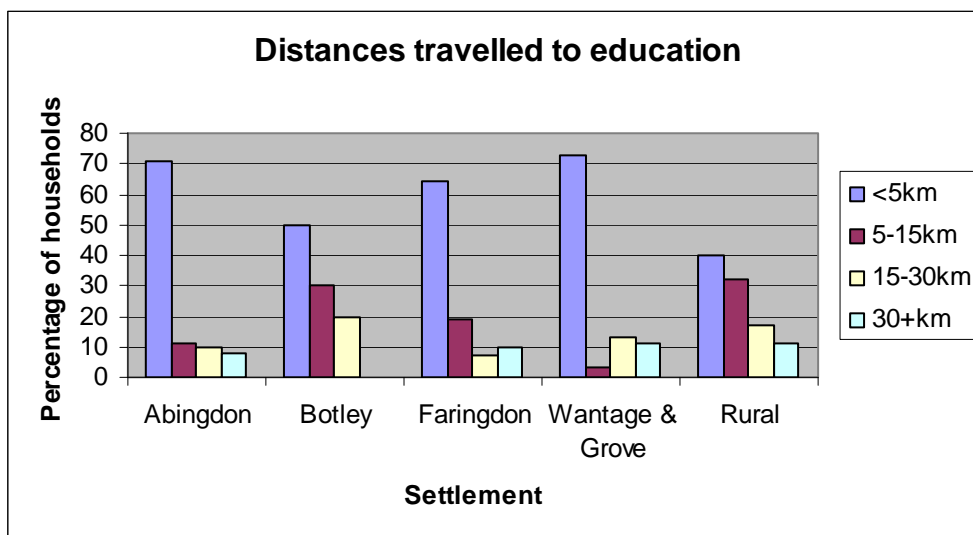
Place of residence	% working Full time	% working Part time
Abingdon	88	12
Botley	77	23
Faringdon	77	23
Wantage & Grove	82	18
Rural	77	23

3.22 In total, 81% of the respondents work full time. This varies between 77% in the rural areas, Botley and Faringdon, and 88% in Abingdon. Although more people in Abingdon and Wantage and Grove work full time, the difference is not significant.

Distances travelled to education

3.23 In total, 360 of all the respondents are in full time education, be it school, college, university or other type of institution. The following results show how far people are travelling for their education and by what means.

Place of residence	% travelling <5km to education	% travelling 5-15km to education	% travelling 15-30km to education	% travelling 30+km to education
Abingdon	71	11	10	8
Botley	50	30	20	0
Faringdon	64	19	7	10
Wantage & Grove	73	3	13	11
Rural	40	32	17	11
Totals	55	22	14	9

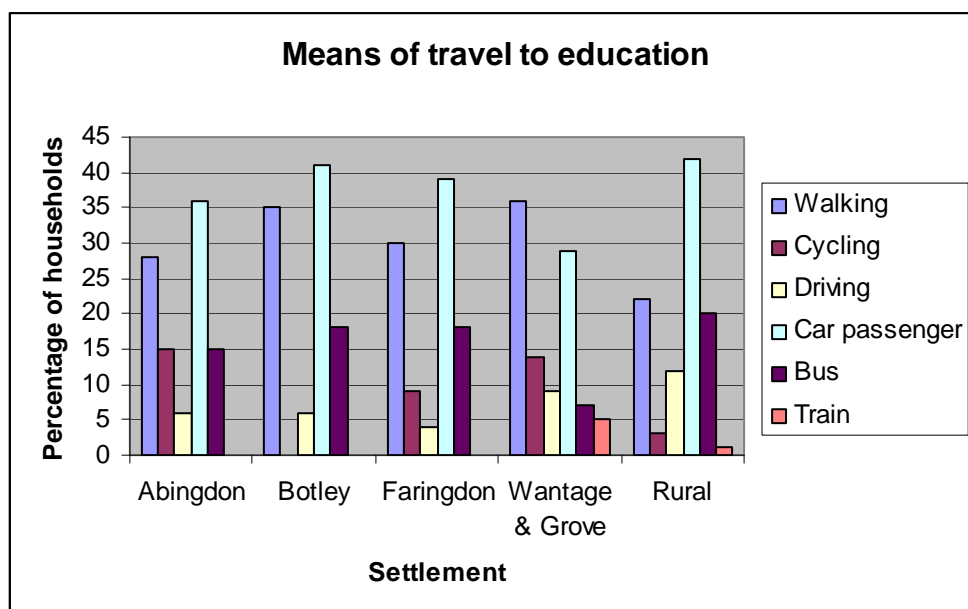


3.24 These results show that the majority of respondents from Abingdon, Botley, Faringdon, Wantage and Grove travel less than 5km to their education. In terms of remaining in their own settlement for education, 47% of households in Abingdon stay within Abingdon with others going to, amongst others, Culham, Oxford and Wantage. Of those travelling less than 5km from Botley (50% of the total respondents) all of them are staying within Botley for their education. 64% of respondents from Faringdon remain in Faringdon for their education and a significant 73% of respondents from Wantage and Grove remain within their settlement for education. 35% of those living in the 10 villages with the best range of services and facilities remain in their own settlement for education and 59% from these villages are travelling less than 5km.

Means of travel to education

3.25 The following results show how people are travelling to reach their education:

Place of residence	% walking to education	% cycling to education	% driving to education	% travelling as a car passenger to education	Total % using the car for education	% taking the bus to education	% taking the train to education
Abingdon	28	15	6	36	42	15	0
Botley	35	0	6	41	47	18	0
Faringdon	30	9	4	39	43	18	0
Wantage & Grove	36	14	9	29	38	7	5
Rural	22	3	12	42	54	20	1
Totals	27	8	8	39	47	17	1

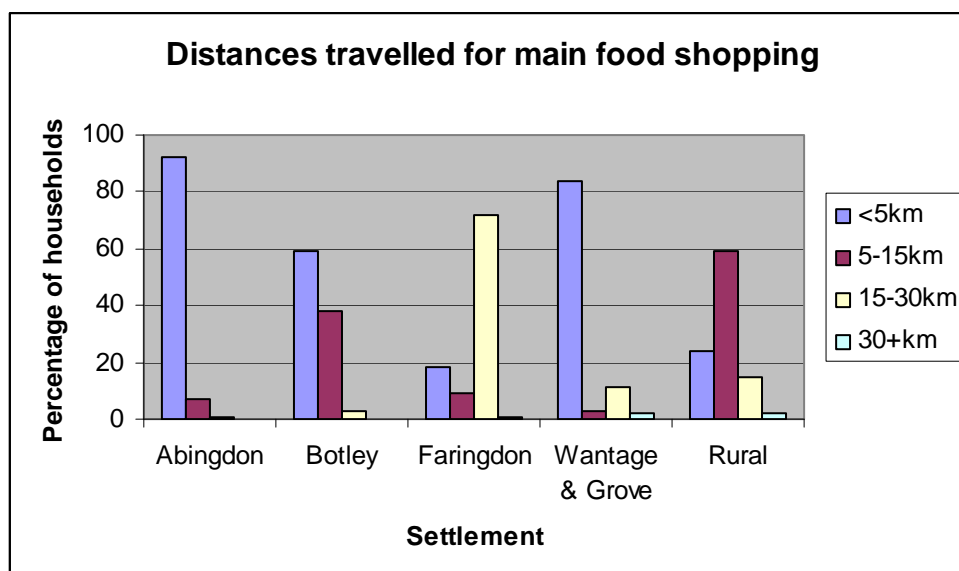


3.26 The majority of people from all areas travel to their education by car, mainly as passengers but also as drivers. This ranges from 54% in rural areas to 38% in Wantage and Grove. The next most common mode of travel is walking ranging from 36% in Wantage and Grove to 22% in rural areas.

Distances travelled for main food shopping

3.27 The results for how far people are travelling to do their main food shopping are as follows.

Place of residence	% travelling <5km for main food shopping	% travelling 5-15km for main food shopping	% travelling 15-30km for main food shopping	% travelling 30+km for main food shopping
Abingdon	92	7	1	0
Botley	59	38	3	0
Faringdon	18	9	72	1
Wantage & Grove	84	3	11	2
Rural	24	59	15	2
Totals	55	28	16	1



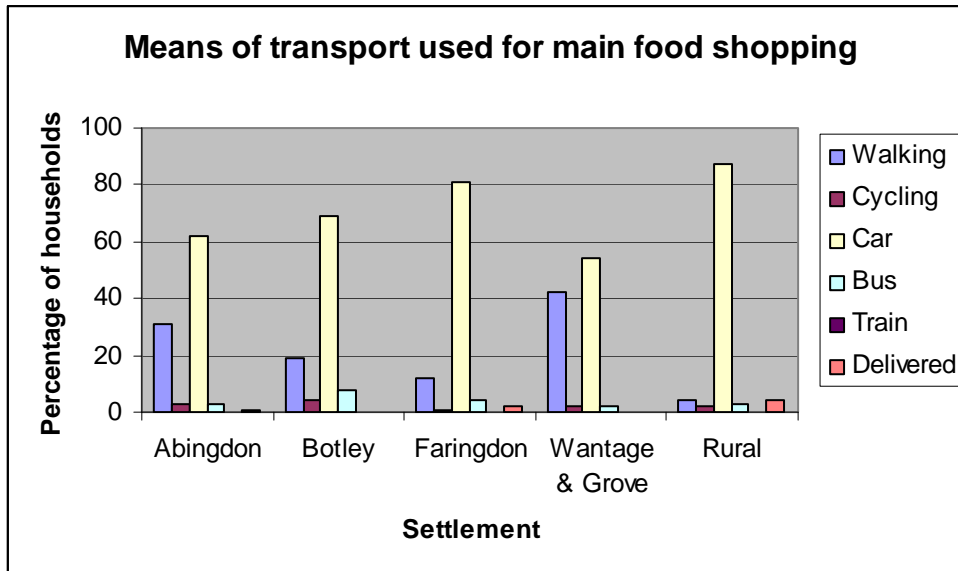
3.28 92% of respondents from Abingdon and 84% of respondents from Wantage and Grove travel less than 5km to do their main food shopping. By contrast, only 18% of respondents from Faringdon travel less than 5km to do their main food shopping and 72% travel between 15 and 30km. 49% of all the respondents from Faringdon are doing their main food shopping in Swindon.

3.29 Although 59% of respondents from Botley travel less than 5km for their main food shopping, only 24% of the total do so within Botley. The rest shop mainly in Oxford. Unsurprisingly, those living in rural areas travel a little further to do their main food shopping, primarily to their nearest main town. Just 3% of those from the 10 villages with the best range of services and facilities do their main food shopping in their own village.

Means of travel to do main food shopping

3.30 The following table and graph show the means of transport that people use to do their main food shopping.

Place of residence	% walking to do main food shopping	% cycling to do main food shopping	% driving to do main food shopping	% taking the bus to do main food shopping	% taking the train to do main food shopping	% having their main food shopping delivered
Abingdon	31	3	62	3	0	1
Botley	19	4	69	8	0	0
Faringdon	12	1	81	4	0	2
Wantage & Grove	42	2	54	2	0	0
Rural	4	2	87	3	0	4

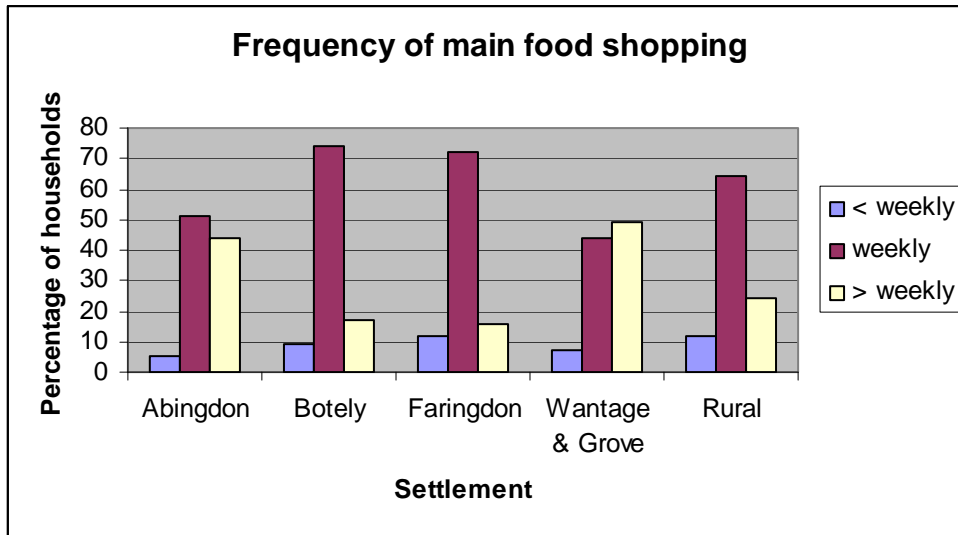


3.31 The majority of respondents use the car to do their main food shopping, particularly in Faringdon and the rural areas. By far the next most popular way of travelling to the shops is by foot, especially in Abingdon and Wantage and Grove. However, a small percentage are now having their main food shopping delivered directly to their home, particularly to new homes in the rural areas.

Frequency of main food shopping

3.32 The following shows how often people are doing their main food shopping.

Place of residence	% doing their main food shopping less than weekly	% doing their main food shopping weekly	% doing their main food shopping more than weekly
Abingdon	5	51	44
Botley	9	74	17
Faringdon	12	72	16
Wantage & Grove	7	44	49
Rural	12	64	24
Total	9	57	34

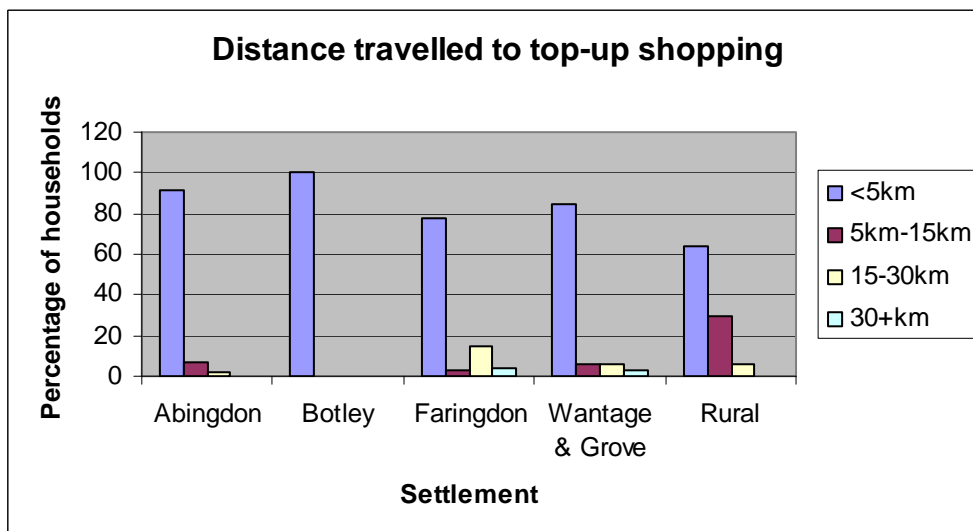


3.33 Most of the respondents (57%) do their main food shopping on a weekly basis. However, almost half of the respondents from Wantage and Grove do their shopping more regularly than this, compared to just 16% of the respondents from Faringdon and 17% of the respondents from Botley. Relatively few respondents do their shopping less than weekly.

Distances travelled for top-up shopping

3.34 Most people do some 'top up' shopping in addition to their main food shopping. The following table and graph show how far people travel to do this.

Place of residence	% travelling <5km to do top-up shopping	% travelling 5km-15km to do top-up shopping	% travelling 15-30km to do top-up shopping	% travelling 30+km to do top-up shopping
Abingdon	91	7	2	0
Botley	100	0	0	0
Faringdon	78	3	15	4
Wantage & Grove	85	6	6	3
Rural	64	30	6	0

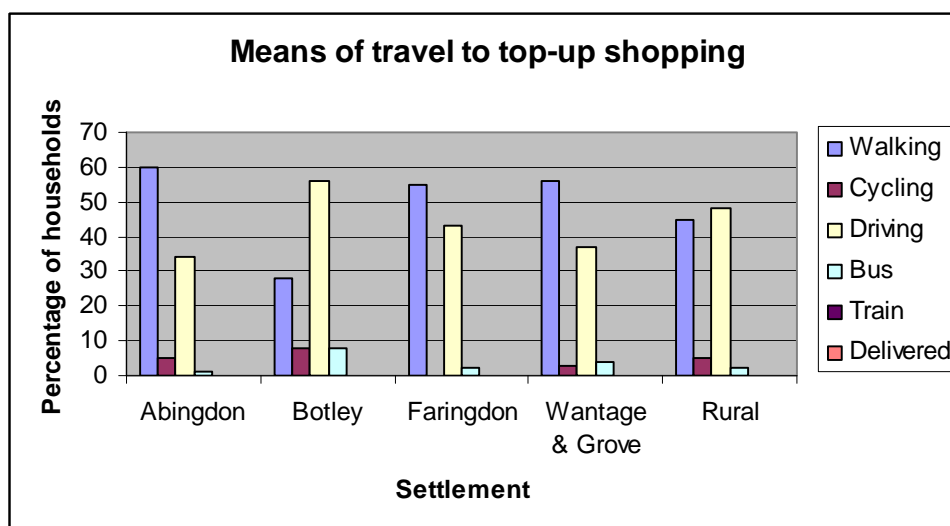


3.35 Most respondents are travelling less than 5km to do their top up shopping, even those living in rural areas. 100% of households in Botley travel less than 5km but 15% of these are outside Botley (either travelling to Oxford or Wootton). However in Faringdon an appreciable percentage (19%) still travel over 15km for top up shopping.

Means of travel for top-up shopping

3.36 The results for means of travel for top up shopping are shown below.

Place of residence	% walking to do top-up shopping	% cycling to do top-up shopping	% driving to do top-up shopping	% taking the bus to do top-up shopping	% taking the train to do top-up shopping	% having their top-up shopping delivered
Abingdon	60	5	34	1	0	0
Botley	28	8	56	8	0	0
Faringdon	55	0	43	2	0	0
Wantage & Grove	56	3	37	4	0	0
Rural	45	5	48	2	0	0

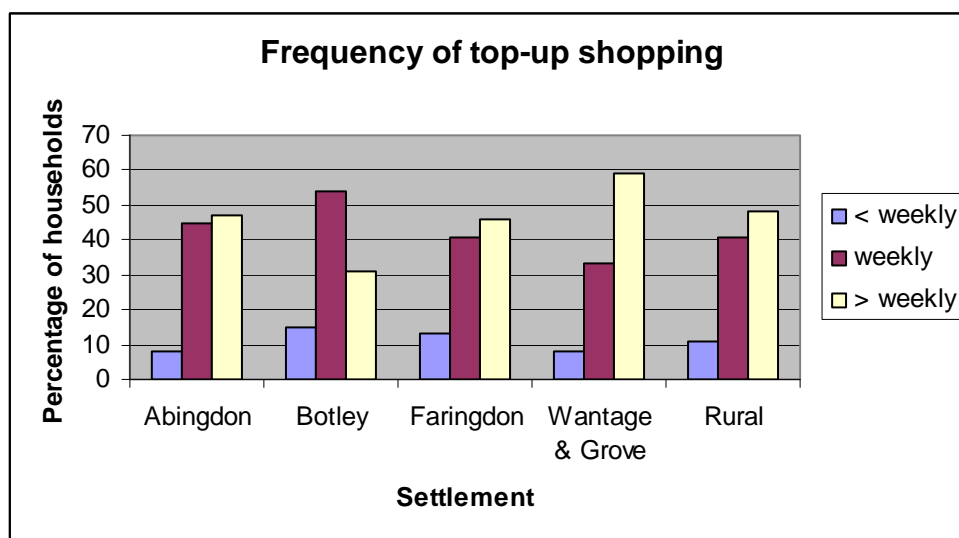


3.37 Other than those living in Botley, most people from the other main settlements are walking to the shops to do their top up shopping. Even in the rural areas 45% walk. However there is still a high percentage of people using the car, particularly from Botley and the rural areas, despite the majority travelling less than 5km.

Frequency of top-up shopping

3.38 The following table and graph show the frequency of trips to the shops to do top up shopping:

Place of residence	% doing top-up shopping less than weekly	% doing top-up shopping weekly	% doing top-up shopping more than weekly
Abingdon	8	45	47
Botley	15	54	31
Faringdon	13	41	46
Wantage & Grove	8	33	59
Rural	11	41	48

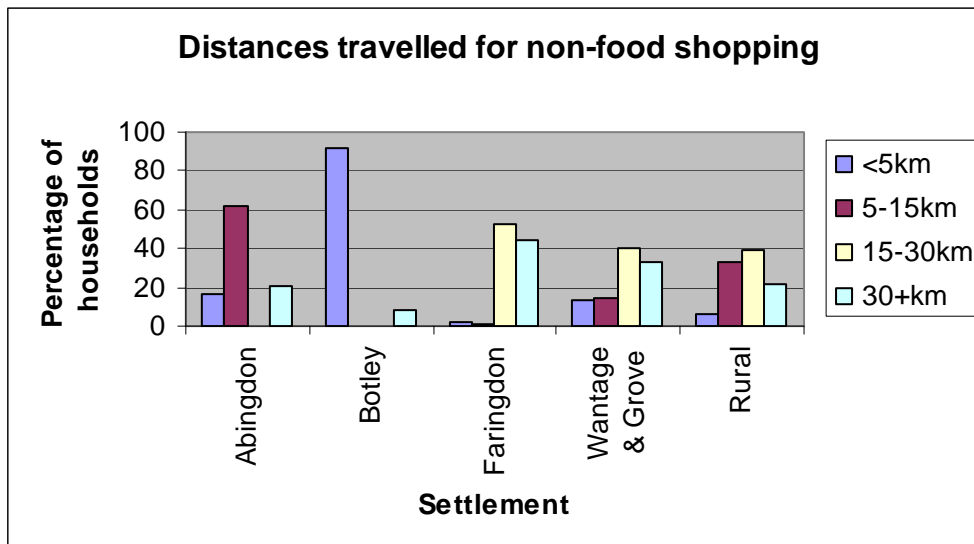


3.39 In most areas of the Vale the largest percentage of households do their top up shopping more than once a week. It therefore accounts for a large number of journeys. In Botley, the largest percentage of households do their top-up shopping weekly.

Distances travelled for non-food shopping

3.40 The following table and graph shows how far people travel for their non-food shopping.

Place of residence	% travelling <5km for non-food shopping	% travelling 5-15km for non-food shopping	% travelling 15-30km for non-food shopping	% travelling 30+km for non-food shopping
Abingdon	17	62	0	21
Botley	92	0	0	8
Faringdon	2	1	53	44
Wantage & Grove	13	14	40	33
Rural	6	33	39	22

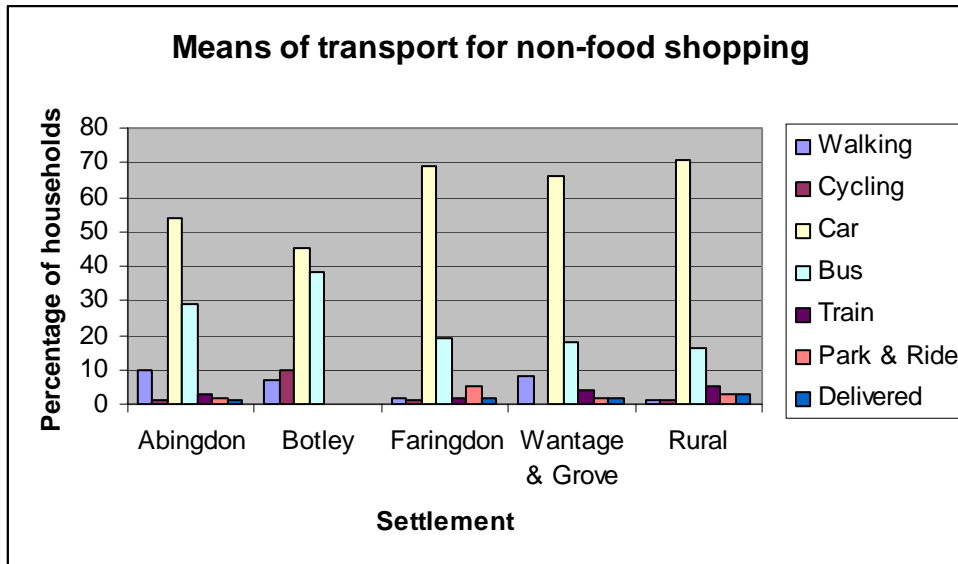


3.41 62% of Abingdon respondents do their non-food shopping in Oxford which is 12km from Abingdon. 92% of respondents from Botley travel less than 5km to do their main food shopping, 83% of which shop in Oxford. The respondents from Faringdon were split mainly between Swindon (19km away) and Oxford (30km away), despite Oxford being further away. This may reflect where people work. As for Wantage and Grove, the high percentage of people travelling between 15 and 30km can be accounted for by those travelling from Wantage to Oxford, Didcot and Abingdon. A high proportion of those travelling more than 30km are going to Reading for their non-food shopping (23% of the total respondents). In general, people are willing to travel further for non-food shopping than for food shopping.

Means of travel for non-food shopping

3.42 The results for how people travel to shops for non-food shopping are shown below:

Place of residence	% walking to non-food shopping	% cycling to non-food shopping	% driving to non-food shopping	% taking the bus to non-food shopping	% taking the train to non-food shopping	% using the Park & Ride for non-food shopping	% having their non-food shopping delivered
Abingdon	10	1	54	29	3	2	1
Botley	7	10	45	38	0	0	0
Faringdon	2	1	69	19	2	5	2
Wantage & Grove	8	0	66	18	4	2	2
Rural	1	1	71	16	5	3	3

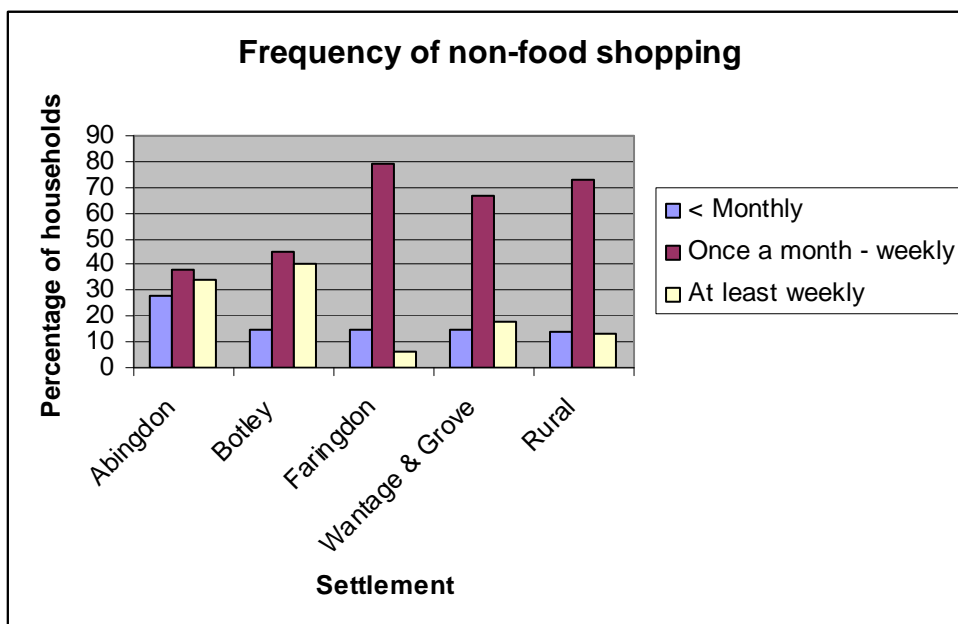


3.43 There is a heavy dependence on the car, particularly in the rural areas, but the bus is also a fairly popular mode of transport for non-food shopping, particularly from Abingdon and Botley.

Frequency of non-food shopping

3.44 In terms of frequency, people tend to do non-food shopping less often than food shopping, as the table shows.

Place of residence	% doing non-food shopping less than Monthly	% doing non-food shopping between once a month and weekly	% doing non-food shopping at least weekly
Abingdon	28	38	34
Botley	15	45	40
Faringdon	15	79	6
Wantage & Grove	15	67	18
Rural	14	73	13

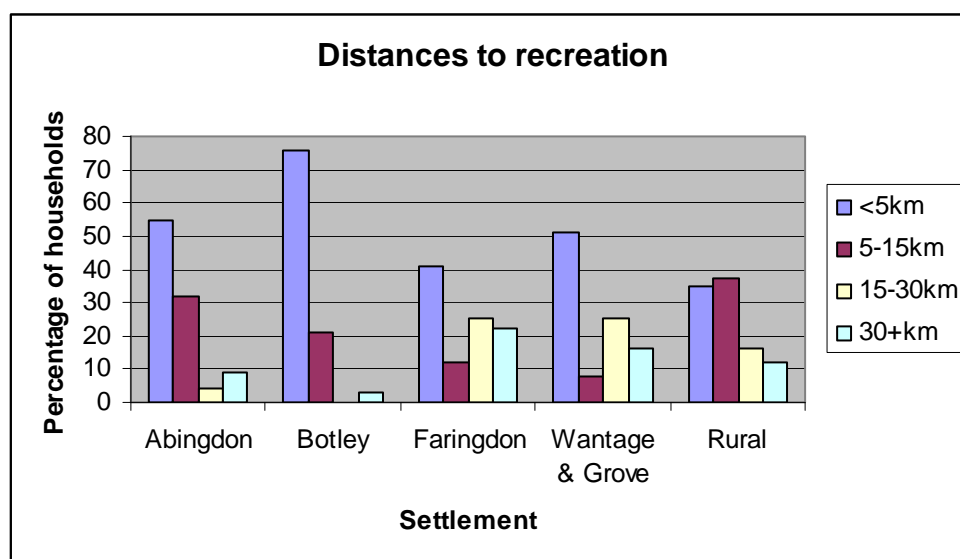


3.45 The vast majority of respondents from areas of the Vale outside Abingdon and Botley do their non-food shopping at least monthly but less than once a week. However, respondents from Abingdon were more evenly spread across the categories. There is a higher percentage of residents living in Botley than the other main settlements that do their non-food shopping at least weekly. The question posed on the questionnaire is open to interpretation by the respondents as some may consider non-food shopping to include a daily newspaper, whilst others may only think of clothes and electrical equipment for example, which are bought less often.

Distances travelled to recreational activities

3.46 There are a variety of recreational activities including sports, evening classes, visiting friends and going to restaurants and pubs. People are willing to travel a wide range of distances for such activities but for those travelling further distances, the frequency generally decreases.

Place of residence	% travelling <5km for recreation	% travelling 5-15km for recreation	% travelling 15-30km for recreation	% travelling 30+km for recreation
Abingdon	55	32	4	9
Botley	76	21	0	3
Faringdon	41	12	25	22
Wantage & Grove	51	8	25	16
Rural	35	37	16	12

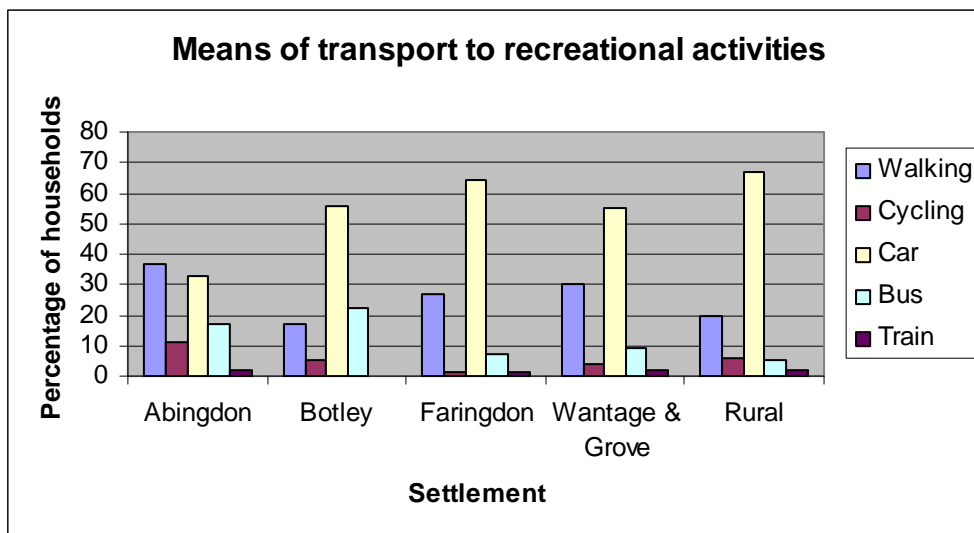


3.47 The figures show that over half of the respondents from Abingdon, Botley, Wantage and Grove travel less than 5km for their recreational activities. Those living in rural areas travel further to make use of more services offered in larger settlements. Faringdon once again stands out in the 30km+ category.

Means of travel to recreation

3.48 In terms of means of transport for travelling to recreational activities, the results were as follows.

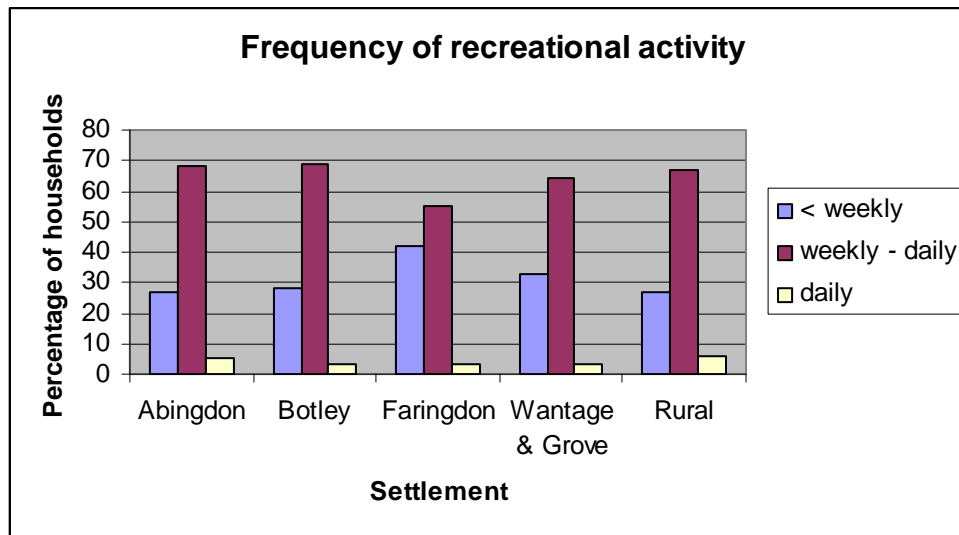
Place of residence	% walking to recreational activities	% cycling to recreational activities	% driving to recreational activities	% taking the bus to recreational activities	% taking the train to recreational activities
Abingdon	37	11	33	17	2
Botley	17	5	56	22	0
Faringdon	27	1	64	7	1
Wantage & Grove	30	4	55	9	2
Rural	20	6	67	5	2



3.49 As with travel for other reasons there is a high dependency on the car to get to recreational activities from areas outside Abingdon, where over one third of people walk. The bus is also a relatively popular mode of travel from Abingdon and Botley.

The frequency of recreational activities were as follows.

Place of residence	% doing recreational activities less than weekly	% doing recreational activities more than weekly but less than daily	% doing recreational activities daily
Abingdon	27	68	5
Botley	28	69	3
Faringdon	42	55	3
Wantage & Grove	33	64	3
Rural	27	67	6



3.50 Most of the respondents did some sort of recreational activity at least once a week. These included sporting activities, social clubs, going to church and going to the pub. 5% of all the respondents said that they do a recreational activity everyday. These were mainly going to the gym, dog walking or running. Other activities such as going to the theatre, cinema or eating out were done less often and some respondents listed holidays as their recreation which were taken one or two times a year.

General comments from respondents

- 3.51 Comments from Abingdon residents mainly focussed around the change to the road layout in the town centre, not surprising as the questionnaire went out at the time that the traffic management in the town centre was being revised. The majority of these were negative, particularly complaining about delays that increased congestion has caused. Other concerns included a lack of public transport, insufficient parking spaces and what public transport there is appears to be infrequent, inconvenient and expensive. However, praise was given for the bus service between Abingdon and Oxford, particularly to the John Radcliffe Hospital.
- 3.52 Although there was one positive comment about an excellent bus service from Botley, others complained about the infrequency and unreliability of the buses. Other concerns were about speeding on Eynsham Road and a lack of parking facilities around the Elms Parade shops.
- 3.53 Most comments made by Faringdon residents were about the infrequency of buses, particularly to Abingdon and Wantage. Conversely, the bus services to and from Oxford and Swindon were appreciated. 4 people argued that parking in the town centre should be free in order to attract shoppers and visitors and many people said that if facilities in Faringdon were improved, there would be less need to travel further distances, increasing the sustainability of the town.
- 3.54 Residents living in Wantage and Grove were concerned about the lack of infrastructure and parking in light of extensive new development in the area. Bus services were criticised for being expensive and infrequent, particularly in the evenings. Improved footpaths and cycle routes were also called for. A large number of comments from Wantage and Grove respondents were about the re-opening of a railway station. 14 respondents believed that this would benefit the area, particularly

by reducing dependency on the car as driving to Didcot station would be greatly reduced.

- 3.55 Comments from those living in villages broadly fell into three categories; the lack of, or infrequency, inconvenience and price of public transport, the issue of excess and speeding traffic through the village, and the lack of safe and pleasant cycle paths. By contrast, there were a handful of positive comments about good bus services.

A full list of all comments can be found in appendix 3.

4 Conclusions

- 4.1 The travel patterns of residents living in new properties are likely to be different to those who have lived in their homes for longer due to the links new residents may still have with other locations. Variations in travel patterns between the different locations may be due in part to the types of homes built and the people living there. Nevertheless the results of this survey are a good indication of the travel patterns likely from people living in new homes built in the Vale.
- 4.2 National guidance says that the most sustainable settlements are those which provide a good range of services and facilities within easy access by foot, bicycle or public transport, so reducing the need to travel by car. PPS 1 'Delivering Sustainable Development' advises local planning authorities to 'provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle, or public transport rather than having to rely on access by car, while recognising that this may be more difficult in rural areas'. PPS3 'Housing' advises that developments should be located in 'suitable locations which offer a good range of community facilities and with good access to jobs, key services and infrastructure'.
- 4.3 The following table shows the percentage of households who stay within their own settlement for the various activities. The column showing results for the rural areas shows the percentage of households living within the 10 villages with the best range of services and facilities that stay in their own village for that activity. The ranking columns show the order of self-containment.

Activity	% of households in Abingdon who stay within Abingdon for the following activities		% of households in Botley who stay within Botley for the following activities		% of households in Faringdon who stay within Faringdon for the following activities		% of households in Wantage & Grove who stay within Wantage & Grove for the following activities		% of households in the top 10 villages who stay within their own village for the following activities	
	%	Rank	%	Rank	%	Rank	%	Rank	%	Rank
Employment	18	1	4	5	14	2	14	2	8	4
Education	47	4	50	3	64	2	73	1	17	5
Main food shopping	92	1	24	3	14	4	83	2	2	5
Top up food shopping	90	1	74	4	78	3	85	2	65	5
Non food shopping	61	1	8	3	1	4	10	2	0	5
Recreation	53	1	24	4	34	2	34	2	12	5

- 4.4 The ranking shows that:
- Abingdon is the most self contained settlement, (5 of the activities ranked in first place) followed by
 - Wantage & Grove (5 activities are ranked in second place and 1 ranked in first place)
 - Faringdon (3 activities are ranked in second place - two of these have the same % as Wantage & Grove)
 - Botley (3 activities are ranked third)
 - Ten villages with the best range of services and facilities (ranked last for 5 of the 6 activities).

4.5 The following table shows the percentage of people from each settlement that travel less than 5km for each activity.

Activity	% of households in Abingdon travelling less than 5km for the following activities		% of households in Botley travelling less than 5km for the following activities		% of households in Faringdon travelling less than 5km for the following activities		% of households in Wantage & Grove travelling less than 5km for the following activities		% of households in rural areas travelling less than 5km for the following activities	
	%	Rank	%	Rank	%	Rank	%	Rank	%	Rank
Employment	23	2	42	1	15	5	16	4	23	2
Education	71	2	50	4	64	3	73	1	40	5
Main food shopping	92	1	59	3	18	5	84	2	24	4
Top up food shopping	91	2	100	1	78	4	85	3	64	5
Non food shopping	17	2	92	1	2	5	13	3	6	4
Recreation	55	2	76	1	41	4	51	3	35	5

- 4.6 The results show that
- Botley is the most sustainable settlement in terms of the percentage of people travelling less than 5km to the 6 activities (ranked in first place for 4 activities), followed by
 - Abingdon
 - Wantage and Grove
 - Faringdon
 - Rural areas.

The settlements rank in the same order as they do for self-containment apart from Botley which ranks much higher due to its proximity to Oxford.

- 4.7 The survey showed that there is a high dependency on the car for travel throughout the Vale. The following table summarises what percentage of households use the car for each activity.

Activity	% of Abingdon households using the car for the following activities		% of Botley households using the car for the following activities		% of Faringdon households using the car for the following activities		% of Wantage & Grove households using the car for the following activities		% of rural households using the car for the following activities	
	%	Rank	%	Rank	%	Rank	%	Rank	%	Rank
Employment	65	4	63	5	82	1	79	2	73	3
Education	43	3	47	2	43	3	38	5	54	1
Main food shopping	62	4	69	3	81	2	54	5	87	1
Top up food shopping	34	5	56	1	43	3	37	4	48	2
Non food shopping	54	4	45	5	69	2	66	3	71	1
Recreation	33	5	56	3	64	2	55	4	67	1

4.8 This shows that:

- Abingdon is the settlement where people are most likely to use modes of travel other than the car, followed by
- Wantage & Grove
- Botley
- Faringdon
- Rural areas.

4.9 From these results it can be concluded that:

- Abingdon and Wantage & Grove are the most self contained settlements where people are least likely to use the car to access the 6 activities.
- Botley, although not as self contained as other settlements, has the highest proportion of people travelling less than 5km to access jobs and services. This clearly reflects the proximity to the much wider range of jobs and services available nearby in Oxford.
- Faringdon is reasonably self contained, but car use is relatively high.
- The rural areas are generally the least sustainable locations in terms of travel patterns being the areas most heavily dependent on the car and even in the villages with the best range of services and facilities a low proportion of new residents meet their needs there.

4.10 There is limited 'interconnectedness' between the villages as most respondents from the villages travel to larger settlements for most of their activities. The following table shows the percentage of all new rural households travelling to other villages within the Vale for the various activities.

Activity	% of people in new homes built in rural areas travelling to other villages for the following activities
Employment	5
Education	13
Main food shopping	0
Top up shopping	18
Non food shopping	0
Recreation	10

4.11 The main reason for travel between villages is for top-up shopping and education: most of these journeys are less than 5km.

- 4.12 The survey shows that large settlements outside the Vale play an important role in determining travel patterns as both Oxford and Swindon are popular destinations for employment, shopping and recreation.
- 4.13 The information gathered will be used to help the Council assess the potential impact of alternative locations for development.

TRAVEL PATTERNS FROM NEW HOMES IN THE VALE

1. Please state the name of the town or village you live in _____

2. Is this your main residence? *Please tick*

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

If you use this as a holiday home, please go to question 9.

3. Please state the number of people who live at this residence _____

4. Where did you live before you moved to this address?

Tick Name of Town or Village

Elsewhere within the town/village	<input type="checkbox"/>	(not applicable)
Elsewhere within the Vale	<input type="checkbox"/>	
Within Oxfordshire	<input type="checkbox"/>	
Outside Oxfordshire	<input type="checkbox"/>	

5. How many cars belong to this household? _____

6. If you are new to the Vale, did you move to the area because of employment? *Please tick*

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

7. Where do you work? *Please state the name of the village or town where you work and how you get there.*

				Means of Travel					
	Name of Village/Town	Full-time	Part-time	Foot	Cycle	Car Driver	Car Passenger	Bus	Train
Person 1									
Person 2									
Person 3									
Person 4									

8. Where does each person in full-time education study?

		Means of Travel					
	Name of Village/Town	Foot	Cycle	Car Driver	Car Passenger	Bus	Train
Person 1							
Person 2							
Person 3							
Person 4							

For the following questions, please state which town/village the activity is carried out in, means of travel and frequency (i.e. daily, weekly, fortnightly, monthly).

9. Where do you do your main food shopping?

Name of Town/Village	Means of Transport	Frequency

10. If different, where do you do your main 'top-up' food shopping e.g. milk, bread, any forgotten items?

Name of Town/Village	Means of Transport	Frequency

11. Where do you normally do your main non-food shopping e.g. clothes, shoes and electrical goods?

Name of Town/Village	Means of Transport	Frequency

12. Please list main recreational activities carried out by your household e.g. sport, pub, cultural, social, children's activities etc.

Activity	Town/Village	Means of Transport	Frequency

13. Are there any other comments in terms of travel patterns that you wish to make about the town/village you live in?

Dear Occupier,

TRAVEL PATTERN SURVEY OF OCCUPIERS OF HOMES BUILT IN THE VALE SINCE 2001

The District Council is starting to prepare its Local Development Framework which will contain policies to guide development in the Vale from 2011 – 2026.

As part of the background work the Council needs to identify sustainable locations for new development. One of the important factors is the distance people travel from their home to work, school, and other services and facilities. The Council is therefore carrying out a survey of the travel patterns of people who have moved into homes built since 2001 (the date of the last national census).

We would be very grateful if you would complete the enclosed survey form and return it to us in the pre-paid envelope by Friday 18th May 2007. It should only take a few minutes of your time and we will only be able to identify which settlement the form has been returned from and not the exact address. The results will be used for no other purpose than this study.

If you have any queries regarding this study, please do not hesitate to contact me.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'M Potter', with a stylized flourish at the end.

Melanie Potter
Planning Assistant
Tel: 01235 520202 Ext: 511
melanie.potter@whitehorsedc.gov.uk

DESTINATIONS: EMPLOYMENT**ABINGDON:**

Oxford 85	Uxbridge 3	Besselsleigh	Billericay
Abingdon 60	Milton 3	Cheltenham	Gatwick
Milton Park 19	Swindon 3	Grendon wider wood	Slough
			Sutton
Harwell 13	High Wycombe 3	Berinsfield	Courtenay
Didcot 12	South England 3	Northampton	Bicester
London 10	various 3	Beaconsfield	Carswell
Reading 9	Banbury 2	Elgin, Scotland	Harrow
	Long Hanborough 2		
Culham 9	2	Surrey	SE England
Chilton 8	Bristol 2	Milton Hill	Basingstoke
Wallingford 7	Radley 2	All over UK	West Wycombe
Home 6	Eynsham 2	Wentworth	East Acton
Witney 6	Milton Keynes 2	Braknell	Belgium/Home
Kidlington 5	Thame 2	Thames Valley	Croughton
Newbury 5	Cothill 2	Cumnor	Pangborne
Oxfordshire 4	Cowley 2	Maidenhead	Hungerford
Henley 4	Aldemarston 2	Aylesbury	Littlemore
Wantage 4	Wheatley	Southampton	Botley
			Frilford

FARINGDON:

Swindon 29	Cheltenham	Paisley	Sutton
Faringdon 18	Bourton	Aylesbury	Courtenay
Oxford 14	Grove	Lynham	Shrivenham
London 8	Stanford in Vale	Southampton	Milton
Wantage 6	Buckland	Botley	Appleton
Abingdon 4	Newbury	Cirencester	Chippenham
Witney 3	Reading	Wallingford	Southmoor
Harwell 2	K Bagpuize	Leafield	Chipping Norton
Home 2	Chilton	Highworth	various
Reading 2	Ramsbury	Slough	Brize Norton
within Oxon 2	Egham	High Wycombe	Harlow
Culham 2	Frilford	Berks	Watchfield
		Didcot	Shrivenham
			Abroad

GROVE:

Abingdon 5	Oxford 2	High Wycombe	Cheltenham
Oxford 5	Carterton 2	Kent	national
Milton Park 3	Wheatley	Reading	Oxon
Wantage 3	Grove	Chalgrove	Woking
Shepperton 2	Kidlington	Thame	Milton Hill
Chilton 2	Bicester	countrywide	Hanney
Lyford 2	Milton	UK	Home
			Harwell

WANTAGE:

Oxford 20	Faringdon 2	Ardington	Woking
Wantage 14	UK 2	Cumnor	Henley
Didcot 14	Witney 2	Horsepath	Shefford
Abingdon 10	Kidlington 2	UK, Berks, Wilts	Oxon
Harwell 10	Botley 2	Europe	Ascot
Grove 9	SE England 2	Chilton	Appleford
Newbury 8	Swindon 2	Midlands	Benson
Reading 8	Naphill	Braknell	South Oxon
London 7	Kingston Lisle	Weston	Sutton

Wallingford 3 Milton 3	Chaddleworth Dorchester	Wokingham Tubney Wood	Courtenay Milton Park Shrivenham	
APPLETON: Oxford 4 Appleton South UK London Abingdon	ARDINGTON: Stanford Home Bath Oxford	ASHBURY: Swindon 2 Milton Park 2 Ashbury 2 Bristol Uffington Watchfield Oxfordshire	BAULKIING: Milton Park	BAYWORTH: London
BLEWBURY:	BOARS HILL:	BOTLEY:	BUCKLAND:	CHARNEY BASSETT:
Blewbury 11 Oxford 5 Reading 3 Harwell 3 Wallingford 3 Abingdon 2 Didcot Telford Clanfield Woodstock Newbury Didcot Home UK Benson Wantage	London 2 Abingdon 2 Oxford 2 Kennington Faringdon Boars Hill Witney	Oxford 11 Chiselhampton Haddenham Milton Park Chipping Norton Reading Eynsham Milton Keynes Kidlington Tubney 2 Botley Bracknell Highworth at home	Buckland 4 Oxford 3 Chiswick W4 Swindon Slough Wantage Newbury Abingdon Braknell Didcot Faringdon	Home Milton Park
CHILDREY:	CHILTON:	DENCHWORTH:	DRAYTON:	
Childrey 4 Stanford in Vale Abingdon Newbury Oxford Milton	Didcot Newbury Chilton Wallingford Northampton Abingdon Milton Park	Denchworth Reading Harwell	Oxford 5 Abingdon 5 Drayton 3 London 2 Slough Frilford UK Redditch Wantage Cirencester Harwell Dublin	
EAST HANNEY:	EAST HENDRED:	FARMOOR:	FERNHAM:	FRILFORD:
Abingdon 4 Kidlington 2 East Hanney 2 Oxford Harwell Reading Various Milton Park	Reading Newbury Basingstoke Winchester Banbury Steventon London Swindon Birmingham	Oxon 2 Newbury Oxford	Fernham 3 Burford Reading Wantage Swindon	Frilford 2 Abingdon 2 Oxford

GAINFIELD:	GARFORD:	GINGE:	GREAT COXWELL:	HARWELL:
Home	Abingdon 2 Newbury Culham Cheltenham Oxford	Ginge 3	Home 2 Swindon	Harwell 6 Oxford Lockinge Didcot various Botley Home
HATFORD:	IDSTONE:	KENNINGTON:		
London	Chiseldon 2	Oxford 24 Kennington 5 Abingdon 2 Sanford 2 Nuneham Courtenay Beaconsfield All over Culham	Benson Lincolnshire Witney Castle Bromich Reading UK Slough Didcot	Langley Watford Home Winnersh Kidlington London Bicester Oxon
KINGSTON BAGPUIZE & SOUTHMOOR:	LETCOMBE REGIS:	LITTLEWORTH:	LONGCOT:	LONGWORTH:
Kingston Bagpuize 2 Oxford 4 Chilton Newbury Witney Didcot Kennington Botley Fyfield Milton Hill Wantage Oxfordshire Swindon Pangbourne Home Local Area	Didcot Harwell Letcombe Regis	Kidlington Didcot London	Swindon 2 Marlborough Burton on Trent Watchfield Manchester	Oxford 3 London K Bagpuize Abingdon Witney Lincolnshire
MARCHAM:	MILTON:	MILTON HEIGHTS:	RADLEY:	
Abingdon 4	UK 2 Sutton Courtenay Abingdon all areas Chilton London	Oxford 3 Milton Various	Oxford 6 Radley 3 Abingdon 2 Milton Park London Didcot Ardington	
SHIPPON:	SHRIVENHAM:	SOUTHMOOR:	SOUTH HINKSEY:	SPARSHOLT:
Shippon 2	Stratton Woodlands St Mary UK Swindon		Oxford 2 London	London Steventon Childrey

STANFORD IN THE VALE:

Oxford 13
 Wantage 8
 London 5
 Abingdon 5
 Swindon 4
 Didcot 4

Stanford 4
 Kidlington 2
 Challow 2
 Reading 2
 East Hendred 2
 Newbury 2

Bristol 2
 Witney 2
 Milton Park 2
 Wallingford
 Reading
 High Wycombe
 Area around
 Stanford

Theale
 Chieveley
 Yarnton
 Compton
 UK
 Fyfield Wick

Boars Hill
 Home
 East Hanney
 Tubney
 Shrivenham
 Kennington

Harwell 4

Slough 2

Lambourn
 Salisbury

Lynham, Wilts
 Baulking

STEVENTON:

Oxford 2

 Chieveley 2
 Milton Hill 2
 Henley
 Wantage
 Milton
 Abingdon
 Milton Park
 Dorset
 Wallingford
 Drayton
 within vale

SUTTON COURTENAY:

London 3

 Abingdon 3
 Oxford 2
 Culham 2
 Harwell 2
 Kennington
 Newbury
 Didcot
 Milton

Reading
 Within 20 miles of
 S/C
 Various
 Home
 Wantage
 Milton Park
 Oxfordshire
 Sutton Courtenay
 Caversham

UFFINGTON:

Watchfield

 Uffington
 Abingdon

UPTON:

Milton

 Upton
 London
 Newbury
 Birmingham

WATCHFIELD:

Watchfield 2
 Shrivenham
 Frilford

WEST HENDRED:

London
 Oxford

WOOTTON:

Oxford 22
 Abingdon 11
 Botley 4
 Didcot 4
 Wootton 3
 Kidlington 3
 Home 2
 Oxon 2

Harwell 2
 Newbury 2
 London 2
 Faringdon
 UK wide
 Reading
 Slough
 Witney
 Wantage

Sonning
 Aylesbury
 Thame
 Boars Hill
 K Bagpuize
 Kettering
 Witney
 Littlemore
 Little Milton

DESTINATIONS: EDUCATION**ABINGDON:**

Abingdon 39
Culham 17
Oxford 7
Wantage 3
Bristol 2
Witney 2
Moulsford 2
Radley 2
France 2

Bagley Wood 2
Loughborough
Clifton Hampden
Nottingham
Frilford
Swindon
Faringdon

FARINGDON:

Faringdon 37
Oxford 5
Swindon 3
Longcot 2
Abingdon 2
Bourton 2
Watchfield
Shrivenham
Shellingford
Stanford in the
Vale
Nottingham
Southmoor
Wantage

GROVE:

Wantage 8
Grove 4
Swindon

WANTAGE:

Wantage 13
Oxford 3
Grove 2
Abingdon
East Hendred
Plymouth
Cardiff
Didcot
London

APPLETON:

Oxford 3
Abingdon

ARDINGTON:

Dublin
Newcastle
Abingdon

ASHBURY:

Swindon
Ashbury

BAULKING:

Uffington

BAYWORTH:

Witney 2

BLEWBURY:

Abingdon 3
Moulsford 3
Compton 2
Didcot
Blewbury
Oxford
Wantage

BOARS HILL:

Oxford 5
Bagley wood 3
Abingdon 2

BOTLEY:

Botley 2
Southmoor 2
Cumnor 3
Witney
Boars Hill
Faringdon

BUCKLAND:

Oxford
Abingdon

**CHARNEY
BASSETT:**

Abingdon

CHILDREY:

Abingdon 3
Childrey 2

CHILTON:

Chilton 2
East Hagbourne

DENCHWORTH:

Abingdon 2

DRAYTON:

Abingdon 6
Oxford

EAST HANNEY:

Frilford

EAST HENDRED:

Oxford
Abingdon
Frilford

FERNHAM:

Burford 2
Botley 2
Shellingford
Frilford
Abingdon

FRILFORD:

Appleton

**GREAT
COXWELL:**

Birmingham 2

HARWELL:

Didcot
Harwell

HATFORD:

Carswell 2

IDSTONE:

Ashbury 2

KENNINGTON:

Kennington 4
Oxford 3
Botley
London

**KINGSTON
BAGPUIZE &
SOUTHMOOR:**

Abingdon 2
Frilford 2
K Bagpuize 2
Southmoor

**LETCOMBE
REGIS:**

Wantage

LITTLEWORTH:

Swindon

LONGCOT:

Wantage
Watchfield

LONGWORTH: MILTON:

Oxford
Boars Hill
Kennington

Abingdon
USA

**MILTON
HEIGHTS:**

Steventon

SHRIVENHAM:

Shrivenham 2
Watchfield
Longcot

**SOUTH
HINKSEY:**

Oxford 2

SPARSHOLT:

Childrey

**STANFORD IN
THE VALE:**

Stanford 21
Faringdon 9
Abingdon 2
Wantage 2
Home ed 2
Newcastle
Compton
Grove
Warwick Uni

STEVENTON:

East Hendred

**SUTTON
COURTENAY:**

London

UPTON:

Abingdon 2
Chilton
Witney

WATCHFIELD:

Faringdon

**WEST
HENDRED:**

Oxford

WOOTTON:

Abingdon 7
Oxford 3
Botley 2
Sunningwell
Radley
Wootton
Dry Sandford
Eynsham
Cheltenham
Witney

DESTINATIONS: MAIN FOOD SHOPPING**ABINGDON:**

Abingdon 287
Oxford 14
Didcot 7
Swindon
Wantage
Wallingford
Wheatley
Steventon

FARINGDON:

Swindon 54
Faringdon 16
Wantage 14
Abingdon 10
Stratton 6
Witney 5
Internet 4
Oxford
Stanton

GROVE:

Wantage 34
Abingdon 6
Grove 4

WANTAGE:

Wantage 126
Abingdon 17
Newbury 3
Didcot 3
Reading
Oxford
Botley
Grove
Swindon

APPLETON:

Abingdon 3
Oxford
Internet

ARDINGTON:

Wantage 4

ASHBURY:

Swindon 4
Stratton
Internet

BAULKING:

Wantage 3
Swindon

BAYWORTH:

Abingdon
Marcham

BLEWBURY:

Didcot 20
Internet 2
Wallingford
Blewbury Farm shop

BOARS HILL:

Abingdon 6
Radley
Heyford Hill
Botley
Oxford

BOTLEY:

Oxford 8
Botley 6
Heyford Hill 3
Abingdon 3
Harcourt Hill
Abingdon 5
Cumnor
Wootton
Witney

BUCKLAND:

Abingdon 4
Witney 4
Faringdon 2
Swindon 2
Wantage
Theale
Oxford

CHARNEY BASSETT:

Wantage 2

CHILDREY:

Wantage 7
Childrey

CHILTON:

Didcot 3
Abingdon

DENCHWORTH:

Wantage 3
Abingdon 2

DRAYTON:

Abingdon 14
Didcot 5
Oxford

EAST CHALLOW:

Reading

EAST HANNEY:

Abingdon 3
Wantage 3
Internet

EAST HENDRED:

Wantage 4

FARMOOR:

Kidlington
Oxford

FERNHAM:

Swindon 4
Abingdon

FRILFORD:

Abingdon 4
Oxford

FYFIELD:

Abingdon

GAINFIELD:

Swindon
Faringdon

GARFORD:

Abingdon 2
Oxford

GINGE:

Wantage 2

GREAT COXWELL:

Swindon

HARWELL:

Didcot 7
Harwell 2
Abingdon
Reading

HATFORD:

Witney
Cheltenham

IDSTONE:

Swindon

KENNINGTON:

Oxford 19
Abingdon 15
Heyford Hill 5
Kennington 5

**KINGSTON
BAGPUIZE &
SOUTHMOOR:**

Abingdon 10
Oxford 2
Witney
Wantage 2
Swindon

**KINGSTON
LISLE:**

Wantage

**LETCOMBE
REGIS:**

Wantage

LITTLEWORTH:

Kidlington
Wantage 2
Internet
Abingdon
Witney

LONGCOT:

Faringdon
Watchfield
Swindon

LONGWORTH:

Abingdon 3
Faringdon 2
Witney 2

MARCHAM:

Abingdon 2

MILTON:

Didcot 3
Abingdon 2

**MILTON
HEIGHTS:**

Abingdon 2
Didcot 2

RADLEY:

Abingdon 9
Oxford 2
Wantage
Didcot
Internet

SHRIVENHAM:

Swindon 8
Stratton 2
Highworth

**SOUTH
HINKSEY:**

Abingdon 2
Oxford

SPARSHOLT:

Wantage 2

**STANFORD IN
THE VALE:**

Wantage 38
Abingdon 10
Swindon 9
Internet 5
Oxford 4

Stanford 1
Didcot
Reading
Highworth

STEVENTON:

Abingdon 7
Wantage 2
Didcot 2
Steventon

**SUTTON
COURTENAY:**

Abingdon 16
Didcot 11
Wallingford 2
Wantage
Witney
Chipping
Norton
Thame

UFFINGTON:

Wantage
Swindon

UPTON:

Didcot
Wantage
Wallingford
Newbury

WATCHFIELD:

Swindon 3

WESCOT:

Wantage

**WEST
HENDRED:**

Wantage

WOOTTON:

Abingdon 35
Oxford 6
Botley 2
Wootton 2
Heyford Hill
Reading
Internet
Wheatley

DESTINATIONS: TOP-UP SHOPPING

ABINGDON:	FARINGDON:	GROVE:	WANTAGE:		
Abingdon 162 Oxford 6 Steventon 3 Didcot 2 Faringdon Long Hanborough Wootton Southampton Cumnor Eynsham	Faringdon 58 Wantage 4 Swindon 4 Oxford 3 Watchfield Shrivenham Frilford 2 Witney	Wantage 13 Grove 8 Abingdon 4 Oxford	Wantage 61 Grove 3 Didcot 2 Abingdon 2 Wokingham Newbury Wootton Reading Oxford Steventon		
APPLETON:	ARDINGTON:	ASHBURY:	BAULKING:	BAYWORTH:	BLEWBURY:
Appleton 3	Ardington 2	Swindon 3 Ashbury 2 Shrivenham Wantage Stratton	Watchfield	Wootton	Blewbury 8 Didcot 4 Wantage Newbury
BOARS HILL:	BOTLEY:	BUCKLAND:	CHARNEY BASSETT:	CHILDREY:	CHILTON:
Wootton 4 Oxford 2 Kidlington Abingdon Botley	Botley 14 Oxford 2 Cumnor 2 Wootton	Stanford in Vale 3 Abingdon 2 Faringdon 2 Buckland 2 K Bagpuize Bampton Didcot	Grove	Childrey 6	Didcot 2 Steventon
DENCHWORTH:	DRAYTON:	EAST CHALLOW:	EAST HANNEY:	EAST HENDRED:	
Wantage 2 Grove 2	Drayton 6 Steventon 4 Oxford 2 Abingdon 2 Didcot S Courtenay	Wantage	Wantage 2 Grove 2 East Hanney 2 Abingdon Frilford	East Hendred 3	
FARMOOR:	FERNHAM:	FRILFORD:	FYFIELD:	GAINFIELD:	GARFORD:
Oxford 2 Farmoor	Faringdon 3 Wantage 2	Frilford 4 Appleton	Southmoor	Grove Stanford in Vale	Frilford 3
GREAT COXWELL:	HARWELL:	HATFORD:	IDSTONE:	KENNINGTON:	KINGSTON BAGPUIZE & SOUTHMOOR:
Faringdon	Harwell 5	Stanford	Shrivenham	Kennington 31 Oxford 4 Abingdon 2	K Bagpuize 3 Frilford 2 Southmoor 5 Oxford Marcham

KINGSTON LISLE: Uffington	LETCOMBE REGIS: Wantage	LITTLEWORTH: Faringdon 2	LONGCOT: Shrivenham Watchfield	LONGWORTH: Southmoor 3 Marcham Abingdon K Bagpuize Frilford Fyfield	MARCHAM: Marcham 2
MILTON: Didcot Steventon S Courtenay	MILTON HEIGHTS: Steventon 2 Didcot	RADLEY: Abingdon 5 Kennington 2 Oxford	SHIPPON: Shippon 2	SHRIVENHAM: Shrivenham 11 Faringdon Oxford	
SOUTH HINKSEY: Oxford	STANFORD IN THE VALE: Stanford 52 Wantage 9 Faringdon 2 Oxford Swindon	STEVENTON: Steventon 9	SUTTON COURTENAY: S Courtenay 15 Steventon 2 Oxford 2 Abingdon Didcot	UFFINGTON: Uffington	
UPTON: Milton Wantage Abingdon	WATCHFIELD: Watchfield 3	WESTCOT: Childrey	WOOTTON: Wootton 32 Abingdon 3 Botley 3		

DESTINATIONS: NON-FOOD SHOPPING

ABINGDON:

Oxford 232
Abingdon 58 Nottingham
Reading 36 Leeds
London 11 Bracknell
Bicester 3 Sheffield
Internet 5 Cambridge
Swindon 7 Burford
Newbury 5 Cheltenham
Didcot 3 Carlisle
Birmingham 3 Bath
High Wycombe 2 USA
Catalogue 2 France

FARINGDON:

Swindon 65
Oxford 50
Cirencester 4
Reading 3
Cheltenham 2
Wantage
Marlborough
Wantage
Faringdon
London
Internet
Bristol
Abingdon
Milton Keynes

GROVE:

Oxford 28
Abingdon 6
Wantage 5
Reading 5
Newbury 4
Didcot 3
Swindon 2
internet 2
Kingston
Guildford
Southampton
Cambridge
Grove
Hants

WANTAGE:

Oxford 80
Reading 24
Wantage 20
Newbury 18
Didcot 14
Swindon 13
Abingdon 10
London 6
Internet 6
Bicester 2
Bristol 2
Milton Keynes 2
Hitchin (Herts)
Bath
Mail order
Leeds
Salisbury
Banbury

APPLETON:

Oxford 4
London
Abingdon
Reading

ARDINGTON:

Oxford 3
Newbury

ASHBURY:

Swindon 6
Bristol
Bath
Reading
Oxford

BAULKING:

Swindon 2

BAYWORTH:

Abingdon
Oxford

BLEWBURY:

Didcot 10
Reading 8
Oxford 7
Wallingford
Internet
Newbury
Wantage
Marlborough

BOARS HILL:

Oxford 6
Abingdon 2

BOTLEY:

Oxford 20
Botley 2
Reading
Milton Keynes

BUCKLAND:

Oxford 7
Swindon 3
Bristol 2
Faringdon
Wantage
Sheffield

CHARNEY BASSETT:

London
Oxford

CHILDREY:

Oxford 4
Wantage 3
Newbury
Internet
Bristol
Reading
London

CHILTON:

Newbury 3
Oxford 2
Reading

DENCHWORTH:

Oxford 2
Reading 2
Didcot

DRAYTON:

Oxford 13
Internet 2
Abingdon 2
Newbury
Newcastle
London
Didcot

EAST CHALLOW:

Calais

EAST HANNEY:Abingdon
Oxford 6
High Wycombe
Swindon
Reading 2
Newbury
London**EAST HENDRED:**Reading 2
Oxford
London**FARMOOR:**

Oxford 2

FERNHAM:Swindon 4
Oxford 3**FYFIELD:**

Oxford

GAINFIELD:Internet
London**GARFORD:**

Oxford 3

GINGE:Oxford 2
Reading 2**GREAT COXWELL:**

Cheltenham

HARWELL:Oxford 6
Reading 3
Didcot 3
Bristol
London
Newbury
Swindon
Abingdon**HATFORD:**Cheltenham
London**IDSTONE:**

Swindon

KENNINGTON:Oxford 36
Reading 4
London
High Wycombe
Milton Keynes
Abingdon**KINGSTON BAGPUIZE & SOUTHMOOR:**Oxford 13
Reading
Abingdon
Swindon**LETCOMBE REGIS:**Didcot
Oxford
Swindon
Newbury**LITTLEWORTH:**Oxford 4
Swindon 2
Witney**LONGCOT:**Swindon 2
Oxford**LONGWORTH:**Oxford 3
Internet
Bicester
Swindon
Abingdon
London**MARCHAM:**Oxford 2
Abingdon**MILTON:**Oxford 3
Abingdon
Didcot
Reading**MILTON HEIGHTS:**Oxford 2
Didcot
Swindon
Reading**RADLEY:**Oxford 7
Didcot 2
Abingdon
Reading
Internet**SHIPPON:**

Oxford 2

SHRIVENHAM:Swindon 7
Newbury
Mail order**SOUTH HINKSEY:**

Oxford 2

SPARSHOLT:Oxford
Swindon
Newbury**STANFORD IN THE VALE:**Swindon 29
Oxford 28
Internet 6
Newbury 4
Reading 4
Wantage 2
Abingdon
Banbury
Greenbridge
Basingstoke
Cribbs
Causeway
Didcot

Catalogues
London

STEVENTON:

London 2
Bicester
Internet
Didcot
Abingdon 2
Oxford 6
Reading 2

**SUTTON
COURTENAY:**

Oxford 17
Reading 5
Abingdon 3
London 3
Didcot 3
Internet
Newbury

UFFINGTON:

Swindon 2
Reading

UPTON:

Oxford 2
Newbury
London

WATCHFIELD:

Swindon 2
Cirencester

WESTCOT:

Oxford
London

WEST HENDRED:

Reading

WOOTTON:

Oxford 38
Abingdon 9
Reading 6
Didcot 3
Internet 2
Bournemouth

DESTINATIONS: RECREATION

ABINGDON:

Abingdon 323	Countryside 3	Banbury	Everywhere
Oxford 160	Faringdon 2	Nettlebed	Kirtlington
London 15	Thames River (Boating) 2	Garford	Yarnton
Didcot 9	Birmingham 2	Grove	Warborough
Oxfordshire 6	Milton Park 2	Swindon	Standlake
Radley 6	Long Wittenham 2	Grove	Woking
various 5	Nottingham 2	Blewbury	Bath
Frilford 5	Ridgeway 2	Steventon	Cambridge
Wallingford 4	Southampton	Boars Hill	Milton
Reading 4	Botley	Henley	Moulsford
Drayton 3	Sutton Courtenay	Wootton	Slough
Witney 3	Streatley	Teddington, Middlesex	France
Sunningwell 3	Leamington	Goring	USA
Kennington 3	Benson	Southern England	Kidlington
Wantage 3	Shippon	Swindon	Culham
Villages 3	local to Abingdon	Newbury	Cothill
			South East

FARINGDON:

Faringdon 80	Carteton 3	Carswell	Cheltenham
Swindon 36	Great Coxwell 3	various	Carswell
Oxford 19	Gloscestershire 3	Reading	Newbury
Wantage 9	Wiltshire 3	Bournemouth	Brize Norton
Abingdon 7	London 3	Slimbridge	Bath
Shrivenham 4	Clanfield 2	Chippenham	Bampton
Highworth 3	Uffington	Longworth	Ashbury
Oxfordshire 4	Kennington	Wootton Bassett	Burford
Witney 4	Fernham	E. Hendred	Coleshill
		Didcot	Poole

GROVE:

Wantage 29	surrounding villages 2	Ardington	Baulking
Grove 14	Isle of Wight	Lockinge	Carteron
Oxford 10	Ridgeway	Uffington	Marcham
Abingdon 7	East Challow	West Hendred	Welford
London 3	Oxon	Hanney	Swindon
Didcot 2	Countryside	Hendred	Blewbury
			Romsey

WANTAGE:

Wantage 133	Newbury 4	Lockinge	East Hendred
Oxford 42	Childrey 4	South Oxon	Ardington
Abingdon 15	Challow 3	Stanford	West Berks
London 10	Banbury 3	Bicester	UK
Didcot 8	Villages 2	Downs	Challow
Grove 8	Berkshire 2	Rutherford	Denchworth
Faringdon 7	Cheltenham 2	Witney	Farmoor
Oxon 5	Bristol 2	Frilford	Goring
Countryside 5	Sutton Courtenay 2	Chilton	Wiltshire
Swindon 5	West Hanney 2	Hendred	Warwick
Reading 5	Charlton	Bishopstone	Henley
		Wallingford	Ridgeway

APPLETON:

Abingdon 3
Goosey
Oxford

ARDINGTON:

Oxford 2
East Hendred
Frilford
Wantage
Ardington
Carswell
Countryside

ASHBURY:

Swindon 7
Ashbury 5
London 2
Highworth
Shrivenham
Marcham
Southampton

BAULKING:

Wantage 3
Grove
Uffington

BAYWORTH:

Oxford
Bayworth
Sunningwell
Sunningwell

BLEWBURY:

Blewbury 13
Didcot 4
Abingdon 3
Oxford 3
Wallingford 2
Goring 2
Wantage
Reading
within Oxon
Abingdon

S Courtenay
Grove
Winchester
London
Harwell
Faringdon
Wantage
Newbury
Moulsford
Dorchester

BOARS HILL:

Abingdon 9
Oxford 6
Banbury
Radley
Boars Hill
Sunningwell
Milton Park

BOTLEY

Oxford 22
Botley 5
Southmoor 2
Cumnor Hill
Littlemore
within Oxon
Cumnor 3
Abingdon 2
Local

BUCKLAND:

Buckland 3
Oxford 3
Faringdon 2
Frilford 2
Gloucestershire 2
Abingdon
K Bagpuize

various
Longworth
Buckland
Oxford
Appleton
Abingdon
Local villages

Gainfield
Grove
Buckland
Bucks
Wilts

**CHARNEY
BASSETT:**

Hanney
Wallingford
Abingdon
Ginge

CHILDREY:

Wantage 8
Oxford 3
London 2
Highworth
Uffington
Bristol
Childrey

East Challow
Childrey
Swindon
Newbury
Grove

CHILTON:

Chilton 2
Milton
Reading
Swindon
Didcot
Newbury

DENCHWORTH:

Oxford 4
Hanney 3
Denchworth 2
Abingdon
Goosey
Kingston Bagpuize
Wallingford
Wantage

DRAYTON:

Abingdon 12
Drayton 6
Oxford 6
Wantage 2
London 2
Milton 2
Didcot 2
S Courtenay
Villages
Challow

EAST CHALLOW:

London
Europe
Oxford
East Challow

EAST HANNEY:

East Hanney 4
Abingdon 3
Frilford 2
Oxford
West Hanney
East Hendred
North Stoke
Grove

EAST HENDRED:

East Hendred 2
Oxford 2
Marcham
Reading
Milton

FARMOOR:

N. Hinksey
Eynsham
Botley

FERNHAM:

Fernham 5
Shrivenham
Swindon
Carswell
Coleshill

FRILFORD:

Frilford 2
Newbury
Boars Hill
various
Shippon
Appleton

FYFIELD:

Oxford
Longworth 2
Wantage
Newbury
London

GAINFIELD:

Bampton

GARFORD:

Oxford 3
Abingdon 2
Cothill

GINGE:

Oxford
Wantage
Wantage
Oxford
Swindon
Reading

GREAT COXWELL:

Highworth
Coleshill 2

HARWELL:

Harwell 6
Didcot 4
Ridgeway
Villages
Crowmarsh
Wallingford
Brightwell
Bracknell
Oxford

HATFORD:

Oxford
Buckland
Bampton
Burford

IDSTONE:

Faringdon
Ashbury
Swindon
Bishopstone

KENNINGTON:

Oxford 46
Kennington 21
Abingdon 16
Oxon 3
Sandford 2
Radley 2
Frilford
Marston
Farmoor
South England
Carteton
Eynsham
Benson
Harwell
London
Didcot
Goring

KINGSTON BAGPUIZE & SOUTHMOOR:

Oxford 5
Abingdon 5
Southmoor 5
Fyfield 2
K Bagpuize 2
Wheatley
Kidlington
Grove
Faringdon
Milton Park
Witney 2
Cumnor
Wiltshire
London
Wantage
Longworth

LETCOMBE REGIS:

Wantage 2
Letcombe Regis
(Outside Vale)
Swindon
Denchworth
Hanney
Milton

LITTLEWORTH:

Littleworth
Faringdon
various
Oxford

LONGCOT:

Swindon 3
Faringdon 2
Longcot
Watchfield
Oxford

LONGWORTH:

Longworth 4
Abingdon 3
Southmoor 2
Didcot
Carswell
Newbridge
Cumnor
Carterton
Bampton
London

MARCHAM:

Abingdon 4
Oxford 2
Marcham

MILTON:

Abingdon 4
Milton 3
Culham
Brightwell
Steventon

Farmoor
Wickham
Millets

MILTON HEIGHTS

Abingdon
Didcot 3

RADLEY:

Abingdon 10
Didcot 5
Radley 4
Oxford 3
Oxon 2
London
Witney
Woodstock
Reading

SHIPPON:

Abingdon 4
Oxford 4
Shippon 2
London

SHRIVENHAM:

Shrivenham 10
Swindon 6
Faringdon 2
Watchfield 2
UK 2
Highworth
Marston
Dorcan
Oxford

SOUTH HINKSEY:

Oxford 2

SOUTHMOOR:

SPARSHOLT:

Sparsholt 3
Wantage

STANFORD IN THE VALE:

Stanford 43
Faringdon 23
Wantage 16
Oxford 11
Abingdon 9
Swindon 7
Shellingford 2
Grove 2
Didcot 2
Uffington 2
Ridgeway
Frilford

Grove
Stanton Harcourt
Villages
Oxon 2
Burford
Carswell
Baulking
SE England
Hanney
Rochdale
Shrivenham
Bath

STEVENTON:

Steventon 6
Didcot 2
Abingdon 2
Wantage 2
Oxford
London
Milton Park
Chilton

SUTTON COURTENAY:

Sutton Courtenay 9
Abingdon 8
Oxford 7
London 5
Oxon 3
South England 3
Didcot 2
Leicester
Frilford
Wallingford
Milton
Berks
Milton
Wantage
Goring
Milton

UFFINGTON:

Shrivenham 3
London
Uffington

UPTON:

Hendred
Newbury
Abingdon
Upton

WATCHFIELD:

Watchfield 2
Shrivenham 2
Swindon 2
Lechlade
Highworth
Stanton Fitzwarren
Kintbury
Ardington
Blunsdon

WESTCOT:

Westcot
Sparsholt
Oxford
London
High Wycombe

WOOTTON:

Abingdon 30
Wootton 12
Botley 6
Oxford 6
Boars Hill 5
Oxon 4
Radley 3
Vale
Cuttesloe
Longton
Radley
Frilford
Kennington

Upton
Villages
Newbury
Drayton
Marston
Besselsleigh
various
Beckley
Stonesfield
Long Hanborough
Standlake
Thame
Portsmouth
London

Comments from Travel Pattern Survey – Abingdon residentsBuses

1. I should use the bus service to Oxford more given high cost of parking in Oxford. Both teenage children use the bus service frequently and it is very good.
2. Bus service to Oxford is good.
3. If bus travel were cheaper and more frequent I would use it for work.
4. Buses from Abingdon only run every hour to Sutton Courtenay.
5. I occasionally use the bus when unwell.
6. Can we have the X3, X4 and X5 spread out? We frequently get all 3 together in the morning, and then nothing for 20 minutes (from Boundary House to Oxford around 9am weekdays).
7. Good bus service to Oxford, although expensive.
8. Bus to Radley/Didcot station could be quicker and more regular.
9. We think the bus service to Oxford and JR hospital is excellent.
10. It will be beneficial to have a more frequent bus service to Milton Park (Route 35A).
11. Would like a shuttle bus service from/to Abingdon town centre to Tesco.
12. Buses to Didcot could be improved (frequent mini-bus service?) Buses to Oxford seem good.
13. Would like a direct bus to Cowley from Abingdon.
14. I recently had to get public transport to work and although this entailed 2 separate bus journeys (one from Abingdon to Oxford and one from Oxford to Cowley) the entire journey took 1 hour which I was quite happy with (provided this was not required frequently). The cost however, was twice as much as my weekly petrol allowance (£10 in petrol and £20 bus pass).
15. With further housing development near the police station in Abingdon (62 new dwellings) plus number of residents in Anna Parlova and Willow Brook there is a need for a service into Abingdon and on into Oxford, especially for those with babies/children and the elderly.
16. A circular bus around the town including the leisure centre, Prescott Road community hall and Catholic Church and the river front by sailing club would mean many retired people would be able to use more of the wonderful facilities in Abingdon.
17. Excellent free bus service to Oxford.
18. Excellent bus service to Oxford.

19. Bus services to Oxford are excellent but at peak times combined with the new Abingdon traffic system and traffic into Oxford it can take an hour which for a 7 mile journey is awful. Improvements to the Hinksey Hill interchange to give buses more priority need to be looked at.
20. When I see a bus I think oops – what a rare sight! Tesco should do a free bus service and advertise this.
21. I would like to say the bus service from Abingdon to Oxford is excellent and saves a great deal of car travel.
22. Travel to JR hospital frequently so pleased for X13 bus.
23. The park and ride for Oxford will only be maximally effective if there is a bus lane. For a days stay it is cheaper, and faster, to drive in and park in the central multi-storey for more than 4 people (each has to pay bus fare + park and ride parking vs central car park charge).
24. The bus is remarkably good (X3 and X13) although congestion in Oxford is sometimes bad.
25. Please increase bus time table Abingdon – Oxford past midnight.
26. We don't use the bus much as there isn't one that comes to the marina and walking in the evening into Abingdon wouldn't feel safe.
27. Need more buses to Abingdon Science Park. It is such a business location yet has such poor connectivity.
28. Bus service to Oxford is good but poor to other areas, e.g. Didcot for rail travel to London.
29. Very satisfied with a good bus service. (Over 50)
30. I use the good bus service into Oxford.
31. It would be good if there were more bus services from South Abingdon as it takes me a while to walk into town in the morning to get the bus to Oxford (although it probably does me good!)
32. Bus tickets not competitive to car transport for a family in Oxfordshire. Bus fare policy must be revisited dramatically to beat car transport to work too.
33. Leaflets to households giving all bus services from Abingdon.
34. We use our free passes, particularly to travel into Oxford, using buses in preference to the car. We miss being able to use tokens for a greater range of travel i.e. to London and on taxis.
35. Would be more likely to take the bus to Oxford if it was not so expensive. Return ticket for 2 people = £7.40.

36. Bus services are excellent.
37. 35 is a Cinderella service compared to X3/4/13 service on Oxford Road. There are frequent omissions from its service. Complaints to Oxford Bus Company have fallen on deaf ears.
38. Direct bus links to Oxford are excellent
39. Direct bus links to hospital sites (JR, Churchill, Old Road Campus) are very poor – 1 hour journey time so 2+ hours per day travelling.
40. Very happy with transport – i.e. bus links to Oxford and other small towns. Very rarely use car except for once per week with heavy shopping.
41. We need more buses that allow unfolded buggies.
42. Buses to South part of Abingdon are very poor to go in Oxford direction. It takes 1 and a half to 2 hours to go to work using public transport as opposed to 30 minutes by car – who would choose to use public transport? To help the environment it would be good to use public transport but I definitely would drive if I could and will drive again when I can.
43. Bus service direct to John Radcliffe hospital is excellent service.

Cycling

1. If we had bicycles as at our main residence we would cycle even though we are 60 and 70!
2. There is a cycle path along the A415 between Abingdon and the European School of Culham (Thame Lane). I would like to use it with my children who attend the school. Unfortunately this cycle path is in a very bad state, bumpy and very unsafe with children.
3. Can we have a cycle stand at Boundary House – lots of us cycle for the bus and there is no official bike park?
4. Good cycle provision, quiet roads.

Trains

1. Trains are OK, can get to London but not as easily as from Reading.
2. It would be good if train links could be restored and if the service to London could be improved.
3. Trains from Radley are OK but too infrequent. Should be 2 per hour in evening rather than 1 per hour.
4. If the bus connected with the train (Radley) and the train service was better, I would use the train more for travel to work.

5. Radley station is used by a number of commuters – the station is ill kept. It should be modernised, encouraging more people to use it, saving petrol driving to Didcot and maybe easing traffic congestion.
6. Is there even the remotest chance of a branch line train to Oxford via Radley being reinstated? I realise there are buildings in the way in Abingdon but apart from that the track is clear. Could there be a feasibility study and costing? I would be happy to take part on a voluntary basis. (Name and address provided) This would clearly take cars off the roads.

General Public Transport

1. Lack of public transport on Marina development.
2. There are too many cars, I would like not to have to use my car so much but there are no viable alternatives. Cars are spoiling Abingdon.
3. Journey to work also includes visits to Birmingham, Sheffield, Telford and Tewkesbury – car is only practical solution.
4. My work means that I have to travel to different towns in Oxfordshire. My office is in Oxford so if I am in the office I travel by bus. If I go elsewhere, I drive.
5. It is cheaper for me to use my car rather than public transport.
6. Although in principle I would like to travel more on public transport there doesn't appear to be anything suitable/reliable or better than driving, i.e. why go by bus when we just as expensive and takes longer than car, get stuck in same traffic jams as there are no bus lanes?
7. Public transport is infrequent, erratic, unreliable and expensive.
8. I use public transport for cost and environmental reasons.
9. A tram into Cornmarket from Ock Street would be fantastic!

Parking

1. Inadequate and unrealistic parking provision on new developments, i.e. one parking space per 2 bed place and no public transport.
2. Not enough free parking for visitors.
3. Even though the council has tried to limit car travel/usage through limiting number of car parking spaces in new builds, this has just led to overspill into other non-restricted areas. It is unrealistic to assume that all residents in Abingdon, Wantage etc work in the same town.
4. With the new residential development in the Vineyard area there seems to be very poor provision for residents parking. I understand that most flats were only given planning permission for one car parking space per residence. I think this is short sighted and a dereliction of duty by planning officers. I too am very concerned about the environment. However, realistically most 2 bed flats will have 2 cars. This already

causes friction with our neighbours. When new flats near us are fully open parking will be near impossible and I think we will have to move away. This will cause conflict between neighbours and destruction of any community cohesion one might have hoped for. I think planners should concentrate on reducing use of cars (e.g. improved bus/cycle/walking facilities) rather than making it difficult to own a car. I would love to be a zero car household but I can't do my job (GP) without one. I suggest making extra parking spaces available at extra cost. I would be willing to pay for this.

5. Too much inner town private parking – doesn't encourage public transport.
6. New developments should include more free car spaces for visitors.
7. A little more consideration by planners that cars are a necessity in today's society. The Persimmons Development behind Waitrose quite frankly is a planning disgrace. E.g. Extremely narrow access and lack of visitor car spaces for residents.

Other

1. I live alone, I am an 85 year old pensioner, I have no car, I walk to Waitrose or Somerfields for shopping – I miss the Co-Op for little things. I moved here 3 years ago because I have family here and none in London where I lived before. I enjoy having your bus pass, mostly for trips to Oxford. I wish there would be a better connection by bus to the cinema club at the college at the end of Northcourt Road, e.g. not only every hour. My niece used to pick me up by car but now she and husband cycle there.
2. Main resident is disabled who would travel by foot more if the pavements in Abingdon were disabled friendly. Don't ask an able-bodied person to design or repair footpaths for disabled users.
3. As a local authority planner and new resident of Abingdon, fully supportive of locating new development in locations suitably located close to existing services and public transport corridors. Higher density development with lower parking provision suitable and should be encouraged in town centre locations.
4. Often we combine trips, e.g. going to supermarket on way home from work, not making a separate trip.
5. I get the bus into work or university and come home with my partner, who drives, as we start at different times.
6. Abingdon town centre would benefit from attracting new businesses to encourage shoppers – the precinct looks outdated and shops are dominated by card and charity shops.
7. There are no grocery shops or butchers in central Abingdon, necessitating use of the car to travel to supermarkets. Very inconvenient and not very environmentally friendly.
8. Too many houses being built in Abingdon town centre- this is increasing the central traffic problems and parking problems.
9. Any chance of Abingdon North A34 becoming a full entry/exit in both directions junction?

10. A very pleasant place to live. The services, apart from road maintenance, are generally excellent.
11. My shopping is usually done on the way to and from work so no extra journeys made.
12. Frequent out of town shopping means we have to use our car for this.

Integrated Transport System

1. Traffic coming in and out of Abingdon has become a nightmare. We live in town centre so cannot avoid it. The change in the one way system has added 20 minutes onto our journey in the evenings and 10 minutes in the mornings, as well as weekend journeys.
2. Abingdon High Street should be access only. Stert Street should be two way traffic so traffic from the South (i.e. Culham) can be directed so as to avoid town centre and cut pollution. High Street taxi rank should be limited to 11pm – 12am and moved around to Stratton Way bus stop area after 12am to stop anti-social behaviour and noise from clubbers returning to Market Square where it is residential. Stratton Way is far less residentially dense – High Street access limitations could allow police, bus and time permitted taxis (till 12am) through sensor bollards.
3. Traffic congestion in approaches to Abingdon town centre are not solved by the new traffic scheme.
4. Abingdon has too many cars and very poor means of controlling the flow and parking them.
5. We do all that we can to avoid the complete chaos caused by the new traffic layout in Abingdon. Its pathetic, why spend our money to create chaos? What is being done about it?
6. Traffic flow through Abingdon is very bad, except in the middle of the night.
7. The volume of traffic on Drayton Road – takes a long time to get into town. Traffic on Ock Street queues for ages due to new traffic scheme, don't think it has done anything to improve traffic flow in town. To get from North Abingdon to South Abingdon is not easy due to the traffic scheme, you queue for ages whichever way you go – Drayton Road way or along Wilsham Road and past the Anchor pub. Having additional South bound access slipway in North Abingdon would easy traffic flow around the town.
8. Abingdon needs a second river crossing. Stratton Way needs to be widened to prevent traffic jams. Need to look at adding lights to the West St Helen Street/High Street junction and lights at the end of Caldecott Road/St Helen's Wharf to tackle queues and poor air quality.
9. Travel has been made a lot more difficult since the introduction of the new traffic system and has forced drivers onto other roads like Park Road and Spring Road to avoid the awful queues.
10. New one way system does not seem to be a benefit.
11. All the adverse comments about the ABITS scheme. I note with interest the recent lane markings in Stert Street and High Street. I can only see, after two days, that this

will cause further congestion around the West St Helen Street junction with High Street at pressure times.

12. It must be worth looking into running more buses for more local school children. Instead of spending many thousands of pounds on road/signal improvements to ease congestion – has no one wondered why 'rush hour' is a pleasure to drive anywhere during half term/holidays? Something must be done to stop crazy parents driving two minutes to school.
13. I find the new transport system in Abingdon has significantly increased my journey time to work (Oxford). Buses now take half an hour to get through the centre of Abingdon. I fear this will get worse. I know of no-one who is happy with the new system.
14. The traffic through Abingdon has not improved, particularly along Ock Street, I can never turn right out of Coopers Lane now. High Street and Stert Street has improved though.
15. Abingdon is a bottleneck for car transport – traffic flows need urgent and serious attention, particularly coming into Abingdon from all directions.
16. The new traffic system in Abingdon has made queues and delays worse, particularly on Ock Street.
17. Abingdon has too much traffic going through the main roads, in the morning and late afternoons. This at times brings the traffic flow to a stand still. I think that Abingdon's roads are not suitable to cope with the large volumes of traffic which pass through the town, although traffic flow has improved lately due to the roads being re-routed through the central roads of the town.
18. Abingdon is prone to congestion.
19. Journey times have increased markedly since the introduction of the new transport system. New homes have been built in the town centre but the infrastructure cannot cope. A river crossing that is not controlled by lights seems the only solution.
20. Avoid Abingdon at all costs because of traffic jams and poor shops.
21. Appalling road situation in Abingdon since changes in road plan. It simply gets worse and worse and makes going to work a nightmare.
22. Abingdon traffic awful in rush hour and generally heavy traffic all day.
23. Abingdon traffic system installed 6 months ago has created bottlenecks outside the town. I feel it could seriously affect the prosperity of small shopkeepers.
24. We are very frustrated about hold-ups on Drayton Road.
25. Long delay into/through Abingdon since modification to one way system is far worse than before. Please put it back the way it was.

26. The new traffic system in Abingdon is shocking – it takes 30-45 minutes from Milton Park to Radley Road to get home each day. The state of the roads i.e. pot holes, poor surface in Abingdon is poor and needs vast improvement.
27. After the new traffic system has been introduced in Abingdon, travelling through the town has been awful. It has added to the time it takes to get to and from work.
28. Drayton Road traffic causes delays.
29. New traffic lights set up in town centre of Abingdon is causing more congestion down Ock Street than ever before.
30. Traffic jams are getting much worse. New bridge needed. Attention to Ock Street is needed. Attention to Drayton Road/Ock Street roundabout needed.
31. The double mini roundabouts in Abingdon are lethal, particularly when 3 cars are waiting in all directions. No one knows when to go, then all go at once. It is really difficult and there are always queues to get round them. The town one way system is always blocked too. We walk whenever we can but for large 'shops' you can't.
32. School run has a large effect on morning travel conditions (many schools nearby).
33. Transport from Marina into town congested therefore no more development south of town.
34. Since the traffic system changes in Abingdon town centre walking and cycling is much better. The relocation of the bus terminuses to Stratton Way is a little inconvenient. There are no handy cycle racks with CCTV surveillance.
35. Second river crossing in Abingdon urgently needed.
36. Difficulty of travelling locally due to changed traffic arrangements.
37. Inefficient new town traffic system. Lack of speed restriction enforcement at St Helen's Wharf/East and West St Helen's streets.
38. The development of new traffic system in Abingdon has added at least 15 minutes to my journeys to school, shopping, work etc. The hold-ups on Ock Street are atrocious. Living off Coopers Lane means getting out into traffic on Ock Street is near impossible at most times of the day (not just rush hour). There is a definite need for a KEEP CLEAR marking on the exit from Coopers Lane onto Ock Street.
39. New one way system in Abingdon is a disaster, especially for tradesmen, people driving to and from work etc.
40. Traffic in Abingdon, particularly Ock Street, has become dreadful since the road system changed and I expect this will discourage people from choosing Abingdon as a town to work, shop or live in.
41. Increase in traffic build up since two way system introduced in Abingdon town centre.
42. Just to query why since the traffic alterations in Abingdon is the traffic 100% worse, it worked perfectly well before. Now we often cannot get out of our road.

43. Since the establishment of the new traffic system in the centre of Abingdon, the town has been a gridlock.
44. New layout in Abingdon has increased congestion at peak times. The junction at East St Helens Street and High Street is usually blocked by the traffic coming over the bridge and down the High Street. Spring Road is now a main through road from the Drayton Road but due to parked cars progress is spasmodic along the road at peak times.
45. New traffic layout is dreadful and causes more jams than there was previously.
46. Now that the new Abingdon traffic system is in place to get to my home I have to stop at 7 different traffic lights or pedestrian controls which is undoubtedly adding to pollution levels within the town. Is this being monitored?
47. The actual centre of Abingdon is much worse for congestion since the re-development. Trying to go through West St Helen Street is terrible (I queued for 45 minutes one morning!) Also Drayton Road to the double roundabout is bad a lot of the time and past Tesco from the A34.
48. Travel, as we knew it, no longer exists in Abingdon due to the new traffic system.
49. I would like to know why the new travel patterns within Abingdon centre (one lane in Stert Street and High Street) have been decided without thinking about another way to cross the river Thames, because the number of cars is still the same so it is very difficult to reach school in Culham/Clifton Hampden on time.
50. School run in Abingdon – traffic congestion in mornings.
51. New traffic flow in Abingdon centre has created more problems getting into and out of town by car.
52. We live in central Abingdon. We regret that the new traffic arrangements with the poor traffic lights synchronisation has made things markedly worse not better.
53. Excessive traffic congestion in Ock Street since new road layout.
54. No KEEP CLEAR at Ock Street/Coopers Lane makes it very difficult to get out. Traffic through Abingdon seems a little better.
55. The amended travel system around Abingdon is abysmal. The traffic is backed up more than ever.
56. Drayton Road has severe traffic problems at peak times. Opening the junction onto the A34 at Steventon would help to alleviate this.
57. The state of the tarmac through the one way town centre is in need of replacement, very uneven. Why can't there be an entry and exit off the North Abingdon A34 South direction – would reduce traffic coming through the town centre.
58. Still trying to figure out the purpose of the new lights system in Abingdon. Especially those lights for pedestrians just behind the new bus stops is really a 'stopper' in the flow of traffic.

59. The so called 'Integrated Strategy' for Abingdon traffic has been a disaster. Although pedestrians can now cross streets without bothering with light controlled crossings because the traffic is so often stationary. Bus and car travel has been exasperatingly impeded and the pavements in Abingdon are woefully uneven, making walking unsafe for the elderly.
60. We avoid travelling into Abingdon during peak travel times because of the queues, particularly since the new traffic reorganisation.
61. New traffic system not working for Ock Street. Stert Street should not be narrowed.
62. There is not enough parking in Coopers Lane, loads of people park on the path, forcing people to walk on the road.
63. Enormous problems getting in and out of Abingdon very often. Always have to allow 30 minutes if appointments anywhere in the town.
64. There are longer queues on Ock Street since the new traffic system started. There should be a KEEP CLEAR box on Ock Street at the end of Coopers Lane.
65. It seems silly that there is no south bound access to the A34 at North Abingdon. Doing so would reduce pressure on the town centre in the mornings and evenings, particularly with the increased residence around Waitrose and the Radley Road.
66. An awful lot of time is spent sat in traffic jams through the centre of Abingdon.
67. As there are new bus stops in Stratton Way, if the new bus stops in the High Street were removed, it would ease the traffic as buses have to fight the traffic to rejoin the right lane after their stop and block the traffic in the left lane (wishing to go straight on/Ock Street) in the process. Traffic round the one way system is bad, reducing the traffic into Stert Street and High Street to one lane as per plan (phase 2) will make it even worse.
68. Congestion in Abingdon town centre is unacceptable. Building any more houses on the Drayton Road is unacceptable as again traffic congestion is appalling.

Comments from Travel Pattern Survey – Faringdon residents

Buses

1. Need for a bus shelter on Coxwell Road for those going towards Swindon, for example outside Winslow House.
2. Need a more frequent bus service to New College, Swindon, running throughout the day and evening.
3. Bus times and connections to Abingdon from Faringdon are awful. A direct bus service would be appreciated. A service to Reading and Newbury would also be appreciated.
4. Bus service to Oxford and Swindon is very good but service to Wantage is poor.
5. Sometimes use bus service to Swindon and Oxford when car is out of action.
6. Occasionally we use the bus service to Oxford and Swindon. We use the car for hospital out patient visits.
7. Would like the bus service to Oxford to be more frequent.
8. If there was a decent bus service I would use the bus. The B5/B6 timetable is rubbish!
9. Bus services so poor as to make use of car essential.
10. I would use public transport to get to work if buses were more frequent to and from Faringdon.
11. We appreciate the frequent bus service to Swindon and Oxford. These are excellent transport links.
12. Could the frequency of the bus be increased please? For Monday to Friday evening services the gap with no bus service is too much, i.e. from 18:15 to 21:45. Kindly could you revise this. Three hours of waiting is too much.
13. Would use bus to Oxford if it was more frequent and didn't take so long to get there.
14. Difficult for teenagers living in Faringdon/Stanford and going to school in Wantage to maintain independent social life at weekends as there is no bus service from Faringdon to Wantage.
15. There should be more buses to Oxford during late evening until at least 2am. It can be in the form of mini-van or small buses. You may arrange with the taxi company and possibly subsidy it so that there are more transports to get home at cheaper price than taxis but slightly more than buses.
16. More frequent bus service would be good.
17. There is no direct bus service from Faringdon to Abingdon – why?
18. We need a bus service to nearest rail station to make visits to Oxford and London.

Parking

1. Why oh why in a small town like Faringdon, which desperately needs to attract shoppers and visitors to support businesses, do we have to pay for car parking? This also encourages illegal parking which often causes nuisance and obstruction.
2. Coxwell Road very busy and with lots of parked cars.
3. Parking is too expensive so it does not encourage village people to come to Faringdon.
4. Parking on both sides of the road on Coxwell Road causes a lot of near misses and confrontational driving.
5. I don't think charging 40p to park in a small town like Faringdon for one hour is doing it any favours at all. If I want to walk around a small town with independent shops I go to Witney where the parking is free and the shops are plentiful.
6. There is not enough free parking in the town centre which is why I often drive to outlying villages for services such as the Post Office.

Walking and cycling

1. Everything is within walking distance.
2. Cycle paths are required to encourage more use of parents and children on bikes.

Facilities

1. Voicing concerns over planning consents already in place in Faringdon. We do not have the amenities or infrastructure to support such house developments and as such our small market town will be ruined. I believe directions from Westminster are being carried out regardless of local concern and practicalities.
2. Because facilities for children are sparse in Faringdon, Swindon is only other alternative for leisure activities. Also shops in Faringdon the prices are extortionate so hence going to Swindon all the while.
3. The medical centre is difficult to get to during afternoon sessions. The only way is taxi which is expensive for an OAP.
4. Wouldn't have to keep travelling if Faringdon could offer more.
5. Faringdon is an easy place to live without a car. Good local shops and reliable bus route to Oxford and Swindon.
6. Faringdon lacks good shops for clothes, electrical goods, shoes etc. Thank goodness for several eating establishments. Wake up Faringdon! A wider range of transport would be a good idea.
7. If we had a better supermarket in Faringdon then I would do all my food shopping in the town and possibly clothes/stationary too.

Public transport

1. I work a 24 hour shift pattern in Harwell so cannot rely on public transport. When in Faringdon I am a fire-fighter and need to rely on my car for non-emergency part of this job, i.e. Community Fire Safety.
2. Scarcity of public transport.
3. Public transport costs are high when compared to car.

Road issues

1. A420 provides a road block getting out in the morning.
2. Faringdon needs a bypass to A420 from Lechlade A417 side.

Comments from Travel Pattern Survey – Wantage and Grove residents

Development

Forget building thousands of houses/flats unless a great deal of thought and planning is given to road and public transport development.

My main concern is over the proposed Grove development and lack of infrastructure of strategic roads to support the increase in traffic. Think back to how Grove and Wantage was totally gridlocked when everybody used the A338 and B4494 as a rat run when the A34 road works were carried out.

I am retired and single but it is obvious to me that if the huge amount of new houses proposed for Grove go ahead people will have to cover many miles daily to work. Do those doing the forward planning take account of the 'balance' in the areas proposed for expansion? I fear not.

New build homes do not come with enough parking. There are too many houses in Wantage and Grove – Stop building more!

Further development in Wantage should only take place if public transport is improved to reduce car use.

Wantage is already congested and new development is worsening this.

If we are planning more homes in Grove and Didcot, roads and public transport need to improve.

In December 2005 I moved to Betjeman Court, to a retirement development close to Wantage Centre. I would strongly support this kind of site for retirement flats within walking distance both of shopping facilities and other services and activities. I gave up my car and use the local town bus for the health centre. Some other residents here have said that they are walking more than they have for some time, a benefit both to their own health and the environment.

Parking

Not enough parking spaces provided for residents and visitors to newly built accommodation.

Poorly set out parking outside new Sainsbury's development.

Residential parking should be free.

New housing developments don't have enough car parking available to them.

Not enough parking for people working in Wantage. They park outside our homes and cause dangerous driving conditions. (Garston Lane and Chapel Close).

Not enough parking on new development for most residents.

Having moved from Letcombe Regis to new development in Wantage I am appalled at the lack of parking within the development for visitors and residents alike. A constant battle goes on to see who can obtain the 4 visitor spaces on an estate of approx 50 flats and spaces.

More parking spaces needed for visitors to the new complex near Sainsbury's.

Should cars remain primary method of transport in Wantage, more car parking facilities required both in town centre and in most residential roads. Cars often parked on roadside obstructing flow of traffic.

Insufficient car parking at development where I live causes problems at weekends – unsightly cluttering of the street/obstructions/anger. Planners need to get real. Everyone needs a car, especially when retired/widowed. Why are apartments only provided with one car parking space when obviously there will usually be two people living there who work and need to get to work!

Traffic Issues

Too much traffic, too fast past Wolage Drive, even though speed limit has been reduced.

Far too many vehicles on the road at school times, apparent during half terms and holidays, this isn't there. Stop parents use of cars just to take children to school.

Parents make areas around local schools unsafe by unnecessary journeys by car to drop off children. I live near Charlton School where almost all children come from within walking distance, yet many are brought in by car. Parking should be banned within 500 yards of entrances at school opening/closing times.

Traffic is slow on the A338 and A417 at peak hours.

Increase in traffic into/out of Wantage in the morning during rush hour is becoming ridiculous. When is the building work around Sainsbury's going to be finished and traffic calming measures put in place?

Many roads/properties in Wantage suffer excessive traffic noise. Use of new sound reducing tarmac surfaces and traffic calming measures would help restore a more peaceful town.

Public Transport

Public Transport is inconvenient.

Public transport should be more frequent.

Lack of flexible travel (public service) means cars are essential.

My company is based on Milton Park where thousands work. More public transport options from main towns/villages to main areas for the workforce.

Public transport is VERY poor to Milton Park and Dicot.

Poor unreliable bus service.

Very dependent on car for most activities.

Very poor public transport.

As I am more or less housebound there is little or no help for me as regards to transport.

Buses

Bus service, e.g. to Didcot, Abingdon and Oxford, is far too costly and irregular to consider using except on the odd occasion. At least two people in the household would prefer to use a bus rather than own car to get to Didcot for part time work and to Abingdon for college but too expensive and also bus frequency not good to even consider, even if it was cheaper.

There should be more direct buses from Wantage to train stations.

More frequent/cheaper bus services to Abingdon/Oxford would mean public transport services could be better utilised.

There is too much reliance on car use. We find it difficult to go outside Wantage in the evenings because the 32/33 bus does not run. No 32/33 service on Sundays is a problem.

A direct bus to Oxford that doesn't stop at all the villages would be excellent. It takes 15 minutes by car but the best part of an hour by bus.

I like the direct bus to Oxford but it isn't direct at night so am less willing to use it. Bus links are poor at night.

I travel by coach (Oxford Express) to London to work everyday because rail travel is too expensive. A coach service from Didcot, via the M4, would be a very good alternative to the train service on the same basis as the Oxford Express (X90) and the Oxford tube for commuters. Car parking at rail stations also expensive, when currently free at Thornhill Park and Ride in Oxford.

If each household in the Vale area for public transport received a bus timetable, which is updated regularly, this may encourage locals to use the bus more often. I personally find it difficult to get a current timetable.

There are a lot of people in the Vale that work at Oxford hospitals, maybe it would be wise to have buses that service these routes.

The bus timings are great between Wantage and Oxford. I also feel that there should be a direct bus between Wantage and Didcot.

It would be nice if the buses went to Swindon as often as they go to Oxford.

We haven't lived here for long but hope to use the bus into Oxford instead of car.

Better bus service (reliable) would make it possible to use the car less.

I wish there was a faster and more frequent bus service to Abingdon and more frequent and direct buses to and from Didcot station.

Not enough buses.

Would use bus service more if cheaper and more frequent.

There are no buses to Newbury even though a lot of Vodafone employees live here and might use it.

Would go to Didcot and Abingdon and Swindon if buses were more frequent and reliable.

It is often too time consuming to take several different bus journeys from the villages to the towns and onwards.

We live near to the centre of town so enjoy being able to walk to local facilities.

The X30 is a good bus service to Oxford, otherwise we use the car.

Have used bus on odd occasion which has been good when used.

Poor bus service to and from health centre.

My travel patterns may change as I have just picked up my free bus pass so intend to make use of that!

Good bus service to Oxford generally, but no late bus during the week.

Would use public transport (i.e. bus) into Oxford if there were more direct services and it was less expensive.

We prefer to travel by bus if possible and the Wantage to Oxford route is excellent. Across country, i.e. to Witney is very poor and even Wantage to Didcot is limited. A more direct, small and frequent service, e.g. via Steventon to Didcot would encourage use (say, to Reading) as long as it matched the regular trains.

The X30 bus service to Oxford is excellent.

Buses are unreliable, slow and expensive.

Night buses to Oxford, Abingdon and Didcot are far too infrequent.

Because there are no buses at all from Didcot to Wantage on a Sunday. This means that I cannot catch a bus to and from the railway station on a Sunday. Also the last bus from the railway station to Wantage is at 7:45 during the week and Saturdays. There should be better transport between these two towns for non car owners.

Wantage has an excellent bus service to Oxford, Abingdon and Didcot.

Train Station

Train station between Didcot and Swindon would be helpful.

The restoration of a rail station at Grove would be of great benefit to my family and the whole community.

Would be nice to have a railway station to London to avoid the drive to Didcot/Oxford.

Would be handy if train station re-opened.

It would benefit from re-opening Wantage train station.

Train station at Grove?

The greatest problem with Wantage is the lack of a railway station. It is essential for the station at Grove to be opened asap.

We both travel widely by train and the service has deteriorated in terms of cancelled trains, reduced timetable and overcrowding. A station in Wantage would make a big difference.

It would be great if the station re-opened for travel to London so we don't have to drive to Didcot.

Would be good to have a train station closer by for travel to bigger cities e.g. London and Oxford.

A very high priority needs to be placed on re-opening the rail links from Grove.

I travel to London fairly regularly for work and have to drive to Didcot through very heavy traffic. It would be great to have a station closer to Wantage to reduce the amount of traffic heading from Wantage to Didcot station.

Feel local trains are fairly expensive and not very accessible.

Five years ago I went to a meeting to decide about a railway station at Grove. Nothing has happened, since one understands that the money has been spent on consultants fees and there is not enough remaining to build a station!

I used the train for a night out in Oxford, returned to Didcot at 8pm only to find there is no bus to Wantage during the week!

Need a train station in Wantage.

Footpaths/Cycle routes

Good footpaths/pavements will make me want to walk into town.

Provision of safe, good quality cycle routes is poor. The Sustrans route 44 is very wet and muddy in winter/after rain. Cycling on roads is unsafe – why no cycle lanes?

Other

I congratulate VWHDC for all the green efforts they are making!

Travel patterns will change once Didcot cinema opens.

Cheaper taxi fares in and around Wantage.

Comments from Travel Pattern Survey – Rural residents

Appleton

1. Would like a more frequent bus service to Oxford.
2. Need more frequent and affordable bus service so that children can take the bus into Oxford.

Ardington

1. There are too many vehicles coming in and out of village.
2. Deliveries to small businesses are often lost as businesses are difficult to find.
3. Problem of speeding at peak times.

Ashbury

1. The No 47 bus service is very valuable.

Baulking

1. Would use the bus more often if it was more frequent.
2. Would cycle more if there were dedicated cycle ways.

Blewbury

1. Mothers should be ashamed of driving their children to school when it is only a 5 minute walk.
2. We car share for the school run. The Council should instigate/support and encourage car sharing, i.e. via Internet.
3. Bus service to Didcot is very useful for getting trains to Reading and London. However, would like to see service run later than 06:50. (?)
4. Problems with bus drivers – unfriendly, not allowing children to travel on the last bus home because they did not have the right change, not allowing people to get on and off where they want.
5. We are very lucky to have a good bus service.

Boars Hill

1. Would cycle more if there was a cycle path between Oxford and Abingdon.
2. Would cycle to Oxford and Abingdon more if there were dedicated cycle paths.
3. Cycling to Abingdon is very dangerous, especially for children, especially by the 'fit to run' store by the A34 bridge. Suggests a pelican crossing is needed.
4. There are no useful buses into Oxford for the school run (need to be in central Oxford at 8:15am).
5. Would use the bus to Abingdon or Oxford more if it was cheaper.
6. Bus service should be more frequent for the amount of people in the area.
7. We used to live in Abingdon and walked as much as possible. Living in Boars Hill it is now difficult not to use the car, especially with 2 small children.
8. Traffic from the army base is too fast.

Botley

1. The 100 bus is always late.
2. There is a lot of speeding on Eynsham Road. (residential area, 30mph limit).

Buckland

1. The A420 is very dangerous. There is a need for at least some police presence or more traffic calming steps.
2. Access onto the A420 from Buckland is extremely dangerous, especially during rush hours. The junction where the road from Bampton meets the A420 is desperately in need of traffic lights or a round-a-bout.
3. Cycling on the A420 is suicidal so travel on that road by means other than a car is not an option.
4. We would use a car much less frequently if there was a good bus service.
5. I use the bus on the A420 to get to Oxford occasionally.
6. The bus does not come into the village. Our daughter hates catching the bus because of drivers beeping horns etc.
7. Buckland has few facilities of its own and transport is required to do almost anything.
8. There are no shops or post office in Buckland and no bus service. Therefore you have to drive to get to work or shops etc.
9. Voicing concern about new traffic system in Abingdon – it is driving people away from the town, forcing local businesses to close. Only good change is the bus stop on Stratton Way.

Charney Bassett

1. Public transport is non existent. We travel by car because there is no alternative. The train into London is unreliable and badly time-tabled.

Childrey

1. Childrey is isolated in terms of public transport. Most residents rely on a car for work.
2. Would like a more frequent bus service to Wantage.
3. The council should encourage people to walk their children to school as most live locally.

Chilton

1. We have cancelled our gym membership in Abingdon since the new travel system came into effect – traffic was getting ridiculous.
2. Good bus service to and from Didcot and Newbury.

Cumnor

1. No late bus home so forced to take car if out for the evening.
2. Botley area and Cumnor hill have become busy with new housing. Need traffic lights at Eynsham and Westway/Cumnor Hill intersection.
3. Elms Parade shopping centre is chaos – cars are parked illegally, I would rather travel to Witney.
4. Our village is disgusted by the continuing allowance of the building of inappropriate high density housing. It is destroying the community.
5. Lorries speeding through village needs to be addressed.

Denchworth

1. Too much through traffic – weight or width limit would be beneficial.
2. Overgrown hedges and potholes on narrow roads – very bad.
3. No bus service – not good for teenagers getting to Oxford or Abingdon.

Drayton

1. Prefer to use bus but infrequency means we often have to use the car (for doctors, dentist etc).
2. Would like an improved bus service to and from Abingdon.
3. Would use public transport more often if there were more options available. The bus route to Oxford is infrequent, slow and expensive.
4. Public transport is not a viable option as I leave early, return late and transport IT equipment all over the country.
5. As usual (in this country) the difference between the spin and the reality on the ground is enormous with all pledges of green credentials, protection of environment and wildlife etc, the frequency and cover of public transport is fit for a banana republic – so not really an alternative to cars. Even buses to London, non existent from the Abingdon area, means you need a car to drive to park and ride. If you need to be in the north of Oxford, park and ride (Redbridge) is no help, a pity.
6. Please make life easier for getting into town from the South i.e. Drayton.
7. The Drayton Road does not need any more traffic.
8. A Park & Ride in Abingdon or low cost all day parking might help traffic problem.
9. We have started going to Didcot for shopping etc as there is less congestion and no parking fees there.
10. There is no footpath around Drayton Mill so it is very dangerous to walk into Milton, Drayton or Sutton Courtenay.
11. Speed bumps in the village would prevent speeding.

East Challow

1. Public Transport (First Great Western) is the worst service we have ever used. We are moving out of Oxfordshire because of this lack of service.

East Hanney

1. Most traffic going through village seems to be coming from Wantage/Grove to Abingdon/Oxford and back again. Similar traffic is evident between Wantage/Grove and Harwell/Didcot/Milton Park. This is presumably due to lack of employment in Wantage/Grove and questions development in this area prior to ensuring improved transport links, i.e. frequent bus/rail links). Alternatively development should be closer to places of work.
2. With the proposal to build several thousand more homes at Grove, we are concerned about the increased traffic using the A338. In particular, Frilford Cross Roads must be improved to cope with increased traffic flow.
3. 30mph limit through village is vital to allow exit from main street onto Oxford to Wantage road.

East Hendred

1. Morning entry onto the A417 is becoming a problem. Traffic on this road is heavy and the junction is potentially dangerous. Possibility of lights/round-a-bout?

Fernham

1. Buses from Fernham are infrequent, expensive and journey times are long.

Frilford

1. It's a rat run here!

Fyfield

1. No public transport available for Fyfield Wick.

Gainfield

1. We live on an agricultural lane with six residential units. The amount of traffic going to Hill Farm (industrial and B&B guests) is disproportionate and excessive.

Garford

1. A more frequent bus service from Garford would be most welcome but a more tempting factor to use the bus would be provision of a bus shelter.
2. I would use the bus more if it were more frequent and reliable.
3. Garford is well served by the Wantage/Oxford bus service.
4. Cycle lanes along the main road would encourage me to cycle more.

Ginge

1. No bus service in Ginge. Nearest bus stop is about 2 miles away.

Great Coxwell

1. Little public transport in village so only way to travel is by car.

Harwell

1. It is now necessary for pensioners to travel out of the village for their pensions as the post office has closed. This is difficult if they do not drive.
2. Where a large housing development is planned (as at Didcot), roads and infrastructure should be thought of as an integral part of the plan, not as an after thought following public protest.
3. Harwell is used as a rat run and this will increase dramatically by the Great Western development. We support the village as my husband's business is in the village. He has 50 staff but they do not enter the premises via the village.
4. Access to London by train and to Heathrow airport by car are very important to us for work purposes.

Hatford

1. It would be appropriate to encourage more private hire businesses to be available. Public transport is not reliable or convenient for our family.

Idstone

1. Would walk more if there was a footpath between Ashbury and Idstone.

Kennington

1. Would like a direct bus from Kennington to JR hospital.
2. Would use bus more if service was wider and lasted later into the evening, especially at weekends.
3. Bus service could be more reliable.
4. Good bus service to Abingdon and Oxford but with 3 children it is still easier and cheaper to travel by car. It costs £4 to park in Oxford for 2 hours, whereas a bus for one adult and one child costs £4+. Need cheaper buses to get us out of our cars!
5. Would like buses to run on time.
6. Very good bus service but not improved by attitude of some drivers.
7. Bus 35 could be better.
8. Would willingly use public transport if cost and efficiency were improved. It currently takes 1 hour to get to work by bus (going into city centre and out) and 15 minutes by car.
9. Bus service from Kennington to Abingdon and Oxford is very good.
10. Dependent on excellent bus service 35 and 35A, Abingdon to Oxford route and train services from Oxford. Decreased mobility makes Kennington a splendid place to live because of its facilities so near to my home, trust the Post Office remains.
11. Need a better public transport system, like in Scandinavia.
12. Kennington Road is in very poor condition, especially for bikes.
13. Would like more cycle tracks and more respect from car drivers.
14. Would like a cycle track on main road or pavement to make it safer.
15. Would like safer accessible cycle routes in and around Oxford as well as long distance to other towns.
16. Greater cycle accessibility to trains would be helpful.
17. More fast trains from Radley to Reading and London would encourage me to use the train more.
18. Would like Oxford to be more car friendly – pay a lot of money to have car on the road and I enjoy using it.
19. Large amount of traffic from Abingdon using the Bagley Wood road, St Swithun's road and the Avenue route. Suggests a 'No Right Turn' off the old Abingdon-Oxford road between 7:30am and 9:30am.
20. Would shop more locally if choice was better.
21. Please don't cut down trees and small green areas – we have to put house development on it! Please find other locations far away.

Kingston Bagpuize

1. Shortage of public transport.
2. Buses from the village are not frequent enough to be an efficient way of travel for me. Waiting in Oxford for 2 hours is not an option. Park and Ride is too expensive. It is cheaper to park in the town centre car parks if not staying too long.

Letcombe Regis

1. The car is the only way. I don't like using any public transport and I do not want more of it.

Littleworth

1. We would cycle to Faringdon if there was a safe route.

Longcot

1. Lack of meaningful bus service to Swindon or Oxford makes any form of travel other than car almost impossible. Need to subsidise, frequent reliable buses.
2. Lack of public transport.

Longworth

1. Limited bus service to Oxford. An extra bus stop between Longworth and Fyfield would be very useful.
2. Would like a cycle path from A420/A415 round-a-bout to new bridges along A415.
3. Would consider cycling to work (Abingdon) if there were more safe routes for cyclists. The A415 is not cyclist friendly.
4. As a nurse, my wife works anti-social hours when public transport is unavailable both in the morning and at night.

Marcham

1. Traffic difficulties on Packhorse Lane.
2. Good bus service from Marcham but prefer to use the car for shopping. Feel safer using the car for evening entertainment.

Milton

1. Village is being used as a shortcut to Milton Park making it very busy and unsafe, especially when wishing to cycle with children.

Milton Heights

1. No buses come – if they do, there is one an hour, then we have to walk. We want more busses!
2. The 44 stagecoach has finished so people won't go out.

North Hinksey

1. I drive to within walking distance of the nearest bus – excellent service.

Radley

1. Great bus service (35) – goes from Radley to Oxford, right past my door.
2. Train and bus links to Radley are currently just right – these are vital and must be maintained.
3. I would prefer to cycle to Abingdon and Oxford but connections between cycle paths involve taking risks as cars speed around blind bends and through the village (despite

30mph limits). I prefer to transport my child by car as I might be better protected in an accident. This is sad as my reasons for travel are mainly local and I could reduce my carbon output by cycling.

4. We have a young child and therefore use the car as the main source of transport as carrying pushchairs and various provisions for him is difficult. We also have the proper restraints, i.e. car seat in our car which are not available on public transport.

Shippon

1. A more frequent bus service in the village would be helpful.
2. The village would benefit from a more frequent bus service, especially in the evenings.

Shrivenham

1. The range of local footpaths mean I usually walk from home instead of driving to a footpath elsewhere which is great.
2. Good to have good, safe walking routes into Shrivenham (he lives 1 mile outside).
3. Although I am unlikely to cut down on car use (not practical to walk or cycle with lots of tools and I do my food shopping on route to jobs), buses are very important and I use them for places like Oxford and Bath.
4. We often use the frequent bus service to Oxford.

South Hinksey

1. No bus service.
2. Although many buses travel to Oxford down Hinksey Hill, very few buses stop and therefore the bus service is not regular enough to use.

Southmoor

1. There is a lot of commuting to London from this village.
2. People drive their cars very short distances.

Sparsholt

1. New 4 bed detached house replaced 3 bed detached bungalow therefore no new area of development. Travel issues would be based in rural areas if a more sustainable approach was taken through a truly 'local plan' that would allow employment to be based in villages rather than centralised locations as at present.

Stanford in the Vale

1. Stanford is reasonably well served with shop, school, vet, church etc but it would be difficult, if not impossible to live here without access to a car. Public transport is expensive, unreliable and inconvenient. Essential services such as doctors and dentist can only be accessed in Wantage or Faringdon and there is no direct public service for this travel. Planners often assume that smaller affordable housing equates with reduced travel need in the household. This is not the case. Any further development of the village would be a serious cause for concern.
2. Unfortunately getting to Oxford or Abingdon from SITV takes 2 buses so it is much easier and cheaper to use the car.
3. I would use the bus to get to work if there was a regular direct bus to Oxford.

4. As my children get older their social activities will increase and their need for travel will be dependent on public transport.
5. Poor public transport for the village. You have to drive everywhere!
6. Lack of scheduled bus service is a problem.
7. If the bus service was more frequent we would use it more.
8. We would use a bus service to Faringdon/Wantage/Oxford/Swindon if there was a convenient direct service from Stanford. As there isn't one, we have to use the car.
9. I've lived here 9 months and have seen a bus only about twice. I would find it extremely difficult to cope without a car, and I consider myself a fit and healthy person. It would be even more difficult if I had children or were elderly.
10. Better bus service to Oxford would be great. Our kids love public transport and could do more but buses are not frequent enough.
11. We would use the bus more often to Faringdon but the timetable is so complicated between the different companies and school holidays etc make it almost impossible.
12. No option but to drive to work (Oxford) as no buses leave village before 9:30am.
13. Would use public transport if it were more frequent and priced carefully.
14. There is virtually no bus service in SITV. Would like a weekend bus service into Oxford.
15. It would be very useful if Challow station was re-opened. This would reduce car use.
16. If there was more and better street lighting, I would walk to local friends and not use the car for safety purposes.
17. Family cycling opportunities are limited because of the limited good cycle paths. The relatively safe country roads are OK for cycling round trips but lack the 'straight' directions to major centres, i.e. how do you get from SITV to Wantage or Faringdon by bicycle?
18. We need more cycle lanes.
19. It is vital we keep the post office which we can walk or cycle to rather than closing it and thus going to Faringdon or Wantage which we would drive to.
20. The A417 Stanford in the Vale to Wantage is a very busy road where traffic goes too fast. If there was a good cycle lane we would use it, using the road as it is is out of the question. Same in the other direction, cycle lane stops from Faringdon at A420 round about. The nearest train station is miles away so makes it difficult to use trains. Buses don't generally run when we need them. Generally difficult to get anywhere without a car.

Steventon

1. The bus service is unreliable, it often arrives very early and then does not wait.
2. The bus service is not regular enough and does not fit in with train times.
3. When I had a carer, the buses were appalling – often 1-2 hours late with rude drivers. Had to pay for carers time so it is more economical to hire a carer who drives.
4. There are no late buses for people who want to go out in Oxford.
5. Infrequent buses to Didcot and Abingdon/Oxford.
6. The speed of traffic is very fast through village – often 40-50mph.
7. A better cycle path is needed from Steventon to Didcot and Abingdon.

Sutton Courtenay

1. Sick of Sutton Courtenay being used as a shortcut for HGVs and Milton Park traffic.
2. Need to stop heavy lorries passing through the village and using the Culham bridge.
3. Lorries are still using Sutton Courtenay as a cut through and are occasionally seen trying to negotiate Culham bridge.
4. I do not think large vehicles should be allowed to pass through the village but they do.

5. Too many heavy lorries in Sutton Courtenay.
6. Many people speed through the village after the pub closes. Police should be evident at that time.
7. The speed of some cars travelling along the High Street is excessive given that there is a playground and a lane leading from the recreational ground.
8. Additional traffic calming measures in keeping with the village environment would be valuable.
9. Speed bumps would benefit the village.
10. Please provide parking spaces beside the roads.
11. I am transferring my shopping needs from Abingdon to Didcot due to the delays now prevailing in Abingdon.
12. Infrequency of buses to Oxford.
13. Non-reliability of trains to London.
14. It takes 1 hour to travel 11 miles to Oxford at peak times yet this journey takes 20 minutes when the schools are on holiday.
15. Night traffic noise due to landfill and heavy lorries cutting through the village over speed bumps is worse than ever. In fact, hardly a village more industrial. Too much very heavy traffic through to South of village (Milton Park).
16. I pay regular visits by car to my local doctors surgery in Clifton Hampden.
17. There are no taxis in Sutton Courtenay. They have to come from Abingdon or Didcot and are very expensive – more so than in many parts of the country (even in London suburbia). Greater Local Authority control over fares would be much appreciated. (Name, address and telephone number provided).
18. Lack of integration of bus/train times at Didcot. Lack of services now 'offered' by First Great Western.

Uffington

1. It would be excellent to have a more frequent bus service direct to Swindon that ran late at night and at weekends.
2. I would use public transport to save the environment but it is simply not available or it is inconvenient.

Upton

1. Lack of real bus service means total reliance on the car.
2. We would use buses if there was a more frequent and reliable service, especially to Didcot Parkway.
3. The A417 is far too dangerous to cycle down between Upton and Blewbury.

Watchfield

1. Cars are a virtual necessity owing infrequency of public transport.
2. I occasionally use the bus service from Watchfield to Oxford.

Wootton

1. Because I rely on buses and there is only one bus per hour to Oxford and Abingdon, I am unable to get my daughter to any activities outside Wootton. More frequent buses would be helpful.
2. The morning bus service is dreadful – there is one at 7:10, one at 7:32 and then not another one until 8:40. This is not good enough, there should be one at 8:00/8:15. Evening buses in late afternoon are only every hour. If you work until 17:00 there is a

45 minute wait. The 16:45 and 17:45 buses to Abingdon are so full you end up standing most of the way.

3. The 7:32 bus service to Oxford arrives at 8:04. The next bus is not until 8:40, arriving in Oxford at 9:19. Most people at school or working in Oxford centre need to be there at 9:00 so if a bus left Wootton at about 8:00 more people would use it as it is a better time.
4. I have noticed the bus service in Wootton has increased which is good but I still prefer to drive to schools/shops etc as it is easier with 2 children.
5. Need more frequent buses.
6. Increased frequency of bus service to Oxford to half hourly would make it more useful.
7. I do drive but I always see buses running along the high street which is good as sometimes my friends come from Oxford train station or Didcot to see me.
8. Bus service is good but it needs to run more often.
9. Bus is too expensive and only once hourly.
10. The bus service is good but offering one bus per hour is not very convenient.
11. We sometimes use the bus from Wootton to Oxford.
12. Would ride bike to work if there was a cycle path from Wootton to Abingdon.
13. I would cycle to work if there was a cycle route between Wootton and Abingdon. This would make cycling safer for the kids as well.
14. Since the changes in Abingdon the town centre has been a traffic nightmare. Far worse than before. Traffic now stutters not flows so the environmental damage is far higher than before. A crazy scheme that needs putting back to the old layout.
15. The main reasons we moved was that childcare and pre-school are in North Abingdon and because of traffic in South Abingdon it was taking up to 50 minutes to get there. Moving to Wootton has reduced this to 10 minutes.