

Policy & Programmes

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Listening Learning Leading

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4 August 2023

Dear Oxfordshire County Council,

Thank you again for inviting responses on the Strategic Active Travel Network (SATN). We would like to reiterate our strong support for infrastructure planning for active travel, particularly for longer distance journeys between settlements, that can facilitate alternatives to car travel. We welcome proposals in this project that seek to make strategic travel by cycling, and to a lesser extent walking, easier.

Once more, thank you for involving the District Council in the development of the project through steering group sessions.

The SATN project supports our [South Oxfordshire District's Corporate Plan 2020-2024](#) through helping to reduce car dependency and thus addressing the climate change emergency, improving economic and community well-being through provision of infrastructure to support active lives and providing infrastructure to meet the needs of local people.

Promotion of walking and cycling modes through provision of appropriate supporting infrastructure will form a key element of our Climate Emergency Strategy. Our [Climate Action Plan 2022-2024](#) designates an action to “*work with Oxfordshire County Council to support active and sustainable travel in infrastructure initiatives*”.

We appreciate you providing an interactive map of the proposed routes, the [Potential 'on the ground' alignments map](#), allowing residents and officers alike to explore the locations proposed in more detail. For the next stage of work, we recommend using a better basemap (e.g. Ordnance Survey) that could make it easier to locate places. It would be helpful to include existing infrastructure to this mapping platform and ensure that it is ‘live’, so that delivered and in-progress infrastructure schemes can be updated as appropriate.

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SATN Supporting Data and Analysis

For clarity it would be helpful to highlight that the Local Transport and Connectivity Plan Part 1 only has been adopted and that Part 2, with its many individual parts, is developing.

The supporting text on Local Cycling and Walking Infrastructure Plan (LCWIP) development in the districts indicates that all developing LCWIP projects will be concluded in 2023. Further clarity on which schemes this relates to would be helpful.

Review of the graphics and supporting text would be helpful to ensure all elements are complete and correct. For example, the map key for the map of Population Density (by District) is absent on page 18, while the proportions for walking and cycling travel modes in Wallingford MSOA on page 23 are described and shown to be greater than that found in Oxford City, which is incorrect.

The supporting text on page 19 infers that the only factor in identifying key settlements is the Census Midlayer Super Output Areas (MSOA) population density data. However, this is not the case, as some MSOAs that do not help identify settlements well due to scale and or boundary position, such as Goring, are included in the key settlements.

When reviewing the Indices of Deprivation on page 21, the descriptions describe 1st, 2nd 3rd and so on, to prevent misunderstanding in terms of the deprivation order, these should be rephrased to say 1st category and 2nd category, to prevent interpretation that the locations are ordered in relation to one another.

The Oxford Tube (bus service) should be included in the bus and rail connectivity map on page 25.

There are a few references to Oxford district, which should be rephrased to Oxford City for clarity.

The explanation for the Propensity To Cycle (PTC) tool on page 33 states that infrastructure provision is the only requirement for elevated levels of cycling as found in the PTC assessment, however both gradient and the desire to cycle also factor into the levels of cycling predicted.

Draft Strategic Active Travel Network

The draft network looks to reflect the data collected and discussions held well. However, we feel that the PTC data showing journeys between Thame and Chinnor are not suitably prioritised and thus we would like to recommend that this journey be upgraded on the draft SATN map from 'complementary/secondary links' to 'strategic/primary links'.

Infrastructure

Once the SATN network is established, we would like to work with you to safeguard land needed for new or improved active travel routes in the Joint Local Plan for South Oxfordshire and Vale of White Horse districts.

Yours sincerely

[Redacted signature]

[Redacted name]

South Oxfordshire District Council