



2019 Green Travel Survey and Report

**Approved by the Cholsey Community Development
Trust Board**

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1. Background

The requirements to adopt a Green Travel Plan were included in both of the 2010 **S.106 Planning Agreements**. The OCC Agreement sets out a requirement for the Developers to adopt a Travel Plan and to appoint a Travel Plan Co-Ordinator (TPC). There is a 17-page Travel Plan Report and action points attached as an appendix, produced by consultants Colin Buchanan. The SODC Agreement covers the setting up of a Community Trust and a requirement 'to encourage a low carbon lifestyle'.

The Travel Plan expects there to be:

- A Travel Pack for residents, publicising travel options.
- A Welcome Pack for residents, with maps and travel information.
- Community engagement, via the Travel Plan Co-Ordinator.
- A Steering Group, and records of meetings with OCC staff.
- Short reports produced following the required travel surveys.

2. Our approach

As the original Cholsey Community Development Trust (CCDT) Board did not include community representation, apart from the Parish Council appointee, Cholsey 1000 Plus took the initiative to invite community, sports and faith groups in the village to send a representative to form a **Working Group**, with whom the Developers could liaise ahead of there being any residents at Fair Mile/Cholsey Meadows. This Working Group, which was accountable to the CCDT Board, was established in July 2011 and met regularly until February 2015, when the Trust decided to change its working groups structure to reflect changing needs, once residents were on-site and the Great Hall had been handed into management. The Working Group oversaw the development of the Travel Plan and adapted it to suit Cholsey's community approach, by setting up a separate **Travel Group**. (The Buchanan Plan was not approved by OCC until August 2012).

3. Implementation of the Travel Plan

Travel Pack

Whilst Mark Patchett was still engaged as consultant to deliver the community facilities, community engagement, and the Travel Plan, he produced and had printed the required **Travel Pack**, which was given to every new resident.

Welcome Pack

As Cholsey 1000 Plus already had a comprehensive **Welcome Pack**, which included transport and travel information and village maps, it was agreed that these would be issued to all new residents, as required by the Travel Plan, and this was supported financially by the Developers.

Cholsey Travel Group

A Cholsey-wide Travel Group was set up as a sub-group from May 2012, chaired by Mark Gray (Chair of Cholsey Parish Council and Oxfordshire County Councillor), with representatives from Cholsey CDT, Sustainable Cholsey/Sustainable Wallingford, OCC officers, and other interested parties from the village. The Travel Group aimed to look at delivering a Travel Plan for all of Cholsey, as well as providing the steering group for the Fair Mile Travel Plan. Mary Miller from Sustainable Cholsey, had prepared an initial plan in 2011 which converted the Buchanan document into a more specific, detailed local plan for the whole village.

Cholsey Travel Plan

In March 2013, the CCDT had been contracted by the Developers to oversee and deliver the required Travel Plan. It had been agreed to include 4 hours per week into the role of the Community Development Worker in order to deliver the **Travel Plan Co-ordinator** objectives. The Travel Plan also required a baseline **Travel Survey** to be carried out, and then subsequent surveys as more homes were occupied. Sustainable Wallingford was contracted to carry out the surveys and to produce the reports. This work was carried out by Mary Miller of Sustainable Wallingford. Mary worked through the Travel Group to develop a travel survey, which went out to all residents on-site in November 2013. This was hand-delivered in hard copy to the 180 homes which were then in occupation. 63 surveys were returned and analysed to form the baseline **Travel Plan Report 2013** and action plan, which was published early in 2014 (see Appendix 2).

4. Cholsey Travel Group Achievements

Cholsey Travel Group met regularly from May 2012 until June 2016. Its main focus was on looking at measures:

- to improve safety within the village
- promote cycling and walking
- reduce parking within the village, to support safer walking and cycling
- to investigate the development of a community minibus / dial-a-ride service

Safe travel to Cholsey School

With support from OCC officers, funding was identified that would support the provision of **traffic lights on the railway bridge** on Church Road. This had been a high priority in Cholsey's Village Plan, *Cholsey's 2020 Vision*, and was intended to promote use of the Church car park for school drop-offs and pick-ups, and to enable a safe walking route between the Church and the School. Congestion on Church Road at school times had been identified in the Travel Survey as a major cause for concern.

OCC Officers were also asked to assess the safety of **crossing the Reading Road** at the Papist Way/Ferry Lane junction, as the group felt that safety concerns were contributing to school attendance rates. OCC Officers did not feel that traffic flow and speed on Reading Road was a safety risk. Although the group did not agree with this, there seemed to be no way of appealing against it.

Promote Cycling

Under the Travel Plan, **cycle racks** had been provided at the Station, at Tesco, and at the Great Hall. Cycle stores had also been provided on-site at Fair Mile/Cholsey Meadows.

With support from the Parish Council a dual-use **cycle path** was created on Wallingford Road, and pressure was put on Developers to ensure that the Reading Road cycle path was completed.

Promote Walking

The Travel Group had been persistent with the Developers to ensure that a **safe crossing point** was provided on Reading Road to give access to the 'Vets track', for safe walking into the village centre. With support from the Parish Council, the **Vets track** surface was improved to encourage more walking and cycling.

Community Engagement

Following consultation with residents, the **bus stop** was moved from the Rotherfield Road entrance onto Reading Road itself, with a shelter and street lighting, to be a more central location for more people on-site.

With support from the Parish Council, a **public consultation was held about reducing parking** and 'blind spots' in the village, with yellow lines proposed for various road junctions and down Ferry Lane. These proposals were agreed and actioned.

Community Minibus

Considerable time and effort was expended by the Travel Group in discussions with OCC and Thames Travel to try to divert some of the £450,000 S.106 monies that had gone to improve the bus service, towards higher priority services identified by the Travel Group, i.e. **Community Minibus**. These discussions were sadly not successful. However, the Travel Group spent considerable time and effort researching and exploring different models of delivery for a community minibus service, to be provided as a partnership project. The main objectives were:

- To provide school transport to reduce absenteeism, and minimise difficulties and costs for young families getting to School from Fair Mile/ Cholsey Meadows.
- To provide a transport service for Cholsey Day Centre, as OCC-funded transport was under threat.
- To provide a commuter service to the station, timed for the most popular journeys.
- To provide a community minibus service that could help people from different parts of the village to access community events at Cholsey Pavilion and at the Great Hall.

Over the four years that the Travel Group was meeting regularly, many different models for funding and running such a service were explored. This included detailed discussions with potential partners to the project, i.e. Cholsey CDT, Cholsey Parish Council, Cholsey Day Centre, Cholsey School, Cholsey Scouts. Sadly, after much effort and time, it was concluded that developing such a service as a partnership between different organisations in the village was not viable and sustainable.

Community Information

In addition to the Travel Packs and Welcome Packs mentioned above, the CCDT has included a **Green Living** page on its website, with details of public transport services, car-share schemes, walking and cycling information. The village magazine, **The Forty**, also includes articles and diary dates for Walking Groups and other community groups focusing on greener living.

5. Travel Survey 2019

As Sustainable Wallingford were no longer in a position to carry out a follow-up survey, the CCDT decided to carry out a survey using its own resources. Members of the Board developed a simplified survey form, which was printed and delivered to all homes on-site in November 2019, together with a new CCDT information leaflet about the Trust and its aims. An incentive to respond to the survey was offered in the form of two free tickets for a Comedy Night show. (see Appendix 1 for sample survey form).

Response Rate

Unlike the 2013 Survey, where the response rate had been 35% of the 180 households then in residence, the 2019 survey elicited responses from just 31 households, representing 58 adults and 10 children and young people. A response rate of less than 10% of households.

Data Protection Regulations (GDPR)

The 2013 Survey had included quite detailed information about the make-up of households, and their patterns of travel use for different purposes i.e. work, leisure, shopping. Following the introduction of stricter controls on data collection under GDPR, much of this information had to be omitted from the 2019 Survey. Households were therefore only asked to state how many adults,

how many children, and the employment status of adults. The responses from the two Surveys are therefore not completely comparable.

Analysis Methodology

In addition to the original Travel Plan objectives of seeking to **reduce single occupancy car use** for travel to work, CCDT Board members wished to identify any particular problems or issues for residents on-site, to try to find possible solutions. For this reason, the responses have been analysed by **household type**: working adults without children; non-working adults; families with children under 18 years old.

The 2019 Travel Survey covered the following areas:

- How many people are in your household? (working adults; non-working adults; children aged under 11; young people aged 12 to 18).
- What one thing would encourage you to use your car less?
- How and why do you mainly travel?
- Main reason for using the car?
- How far do you travel? (for work; voluntary work; school/college; shopping; leisure; medical)
- What would encourage you to use greener transport methods? (car sharing; cycling; bus; train; walking)
- Do you or any members of your household have a disability that affects travel?
- Your experiences of travelling to and from Fair Mile/Cholsey Meadows (rated 1-10 for convenience)
- Comments and suggestions

Results from the 2019 Survey

The responses to all the questions in the survey are shown below in chart form (landscape layout).

Q1. About your household

The 2019 survey elicited responses from just 31 households, representing 58 adults and 10 children and young people. Fewer than 10% of households on-site.

Q2. How and why do you mainly travel?

As with the 2013 Survey, the car is the primary means of travel, especially for work. As can be seen in the chart below, the main reasons for this are convenience and lack of a viable alternative. With many householders travelling over 10 miles to work (see Q3 below), cycling and walking are not practicable.

Q2a. Main reason for using the car?

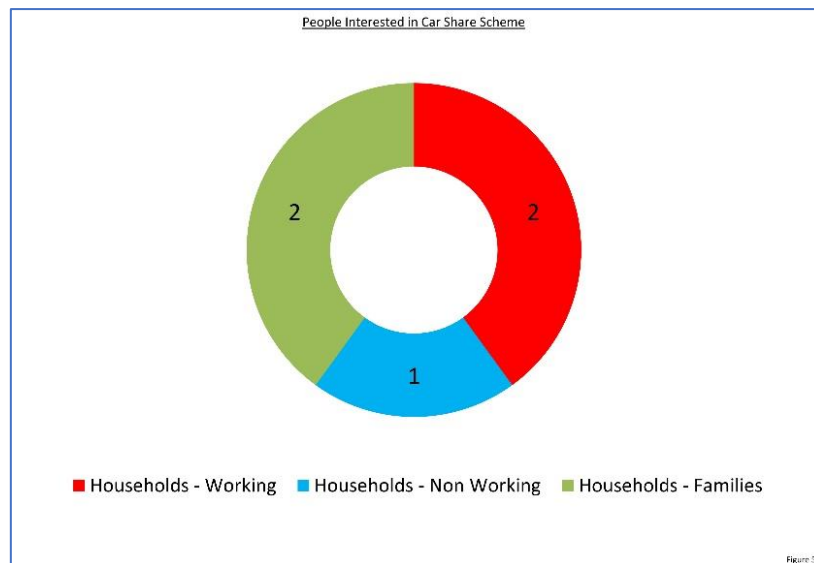
The charts below show the main reasons for using the car for work/voluntary work, education, leisure, shopping and medical needs.

Q3. How far do you travel?

Distances used were: less than 3 miles, 3 to 5 miles, 5 to 10 miles, and more than 10 miles.

Q4. What would encourage people in your household to use these greener forms of travel?

4a. Car-share



Generally, it was felt that car-sharing for travel to work is not practicable, due to patterns of work and child-care arrangements. Informal car-share for leisure is already happening, and could possibly be extended for shopping and other non-work purposes.

4b. Cycling

As can be seen from the chart below, improved cycle paths, improved and safe cycle storage, and better information about cycle routes were all identified as important in encouraging more cycling.

4c. Bus

The main comments about the bus service were that the service is too infrequent, that the circular route is not convenient, and that there is little connectivity between bus times and train times.

4d. Train

Cheaper prices, earlier trains (for shift workers), and better connectivity with buses were all identified as useful in encouraging more train use.

4e. Walking

Provision of better information about walking routes and walking groups were identified as being needed.

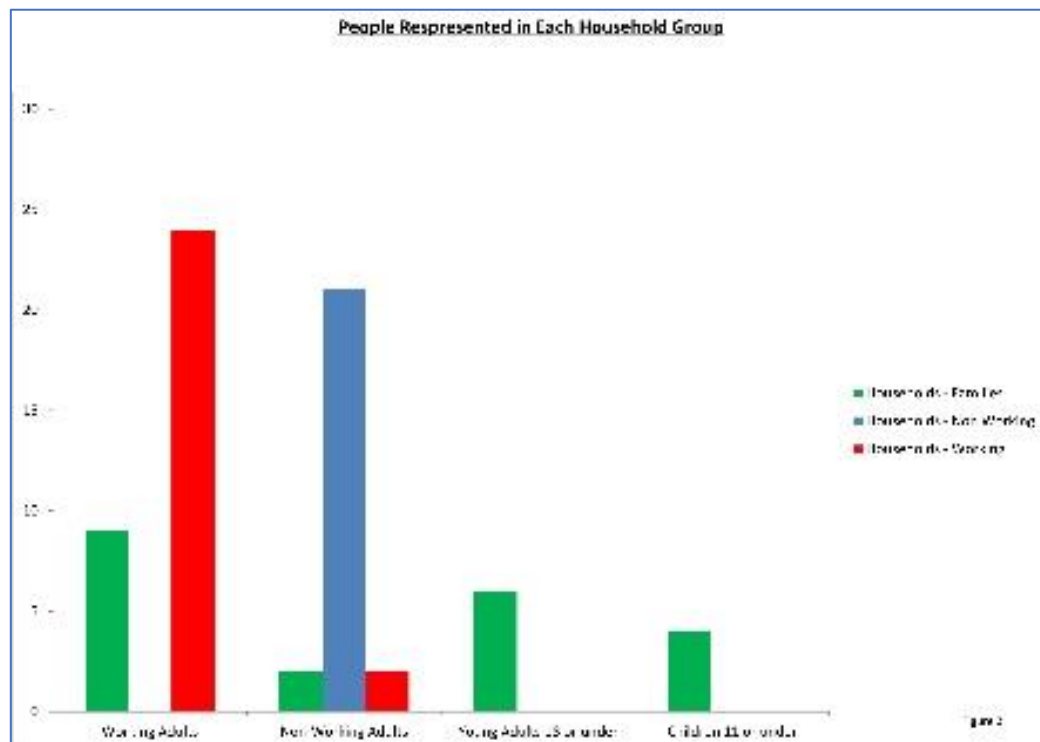
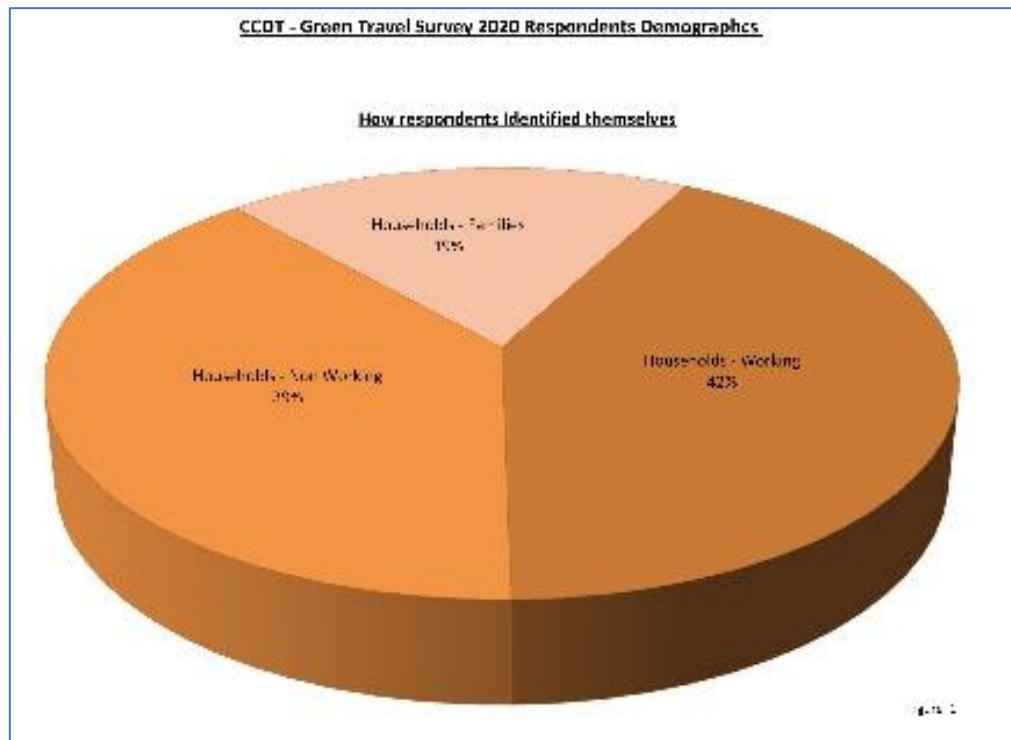
Q5. Do you or any of the members of your household have any disabilities that affect your travel?

Only one household answered yes to this question. Their feedback has been included in the Comments section below. The issue of the lack of a Dial-a-Ride service in South Oxfordshire has been raised with Mark Gray, Parish and County Councillor, and a proposal to develop a scheme with other nearby villages and Wallingford will be explored.

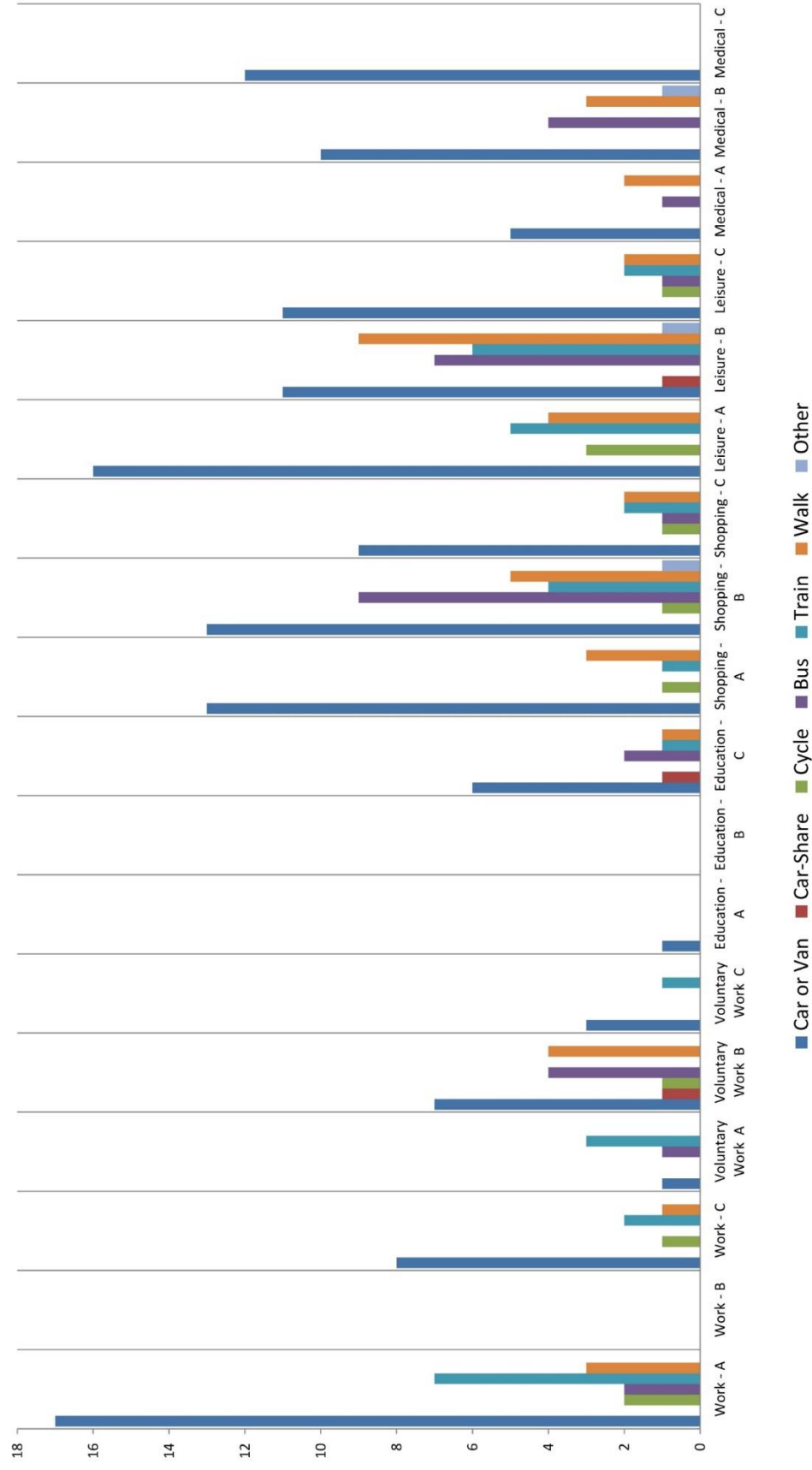
Q6. How do you rate the convenience of Fair Mile/Cholsey Meadows as a place to travel to and from?

This final question asked to rate the convenience of the site on a scale of 1 – 10. The majority of respondents were satisfied with the convenience of the location.

Charts



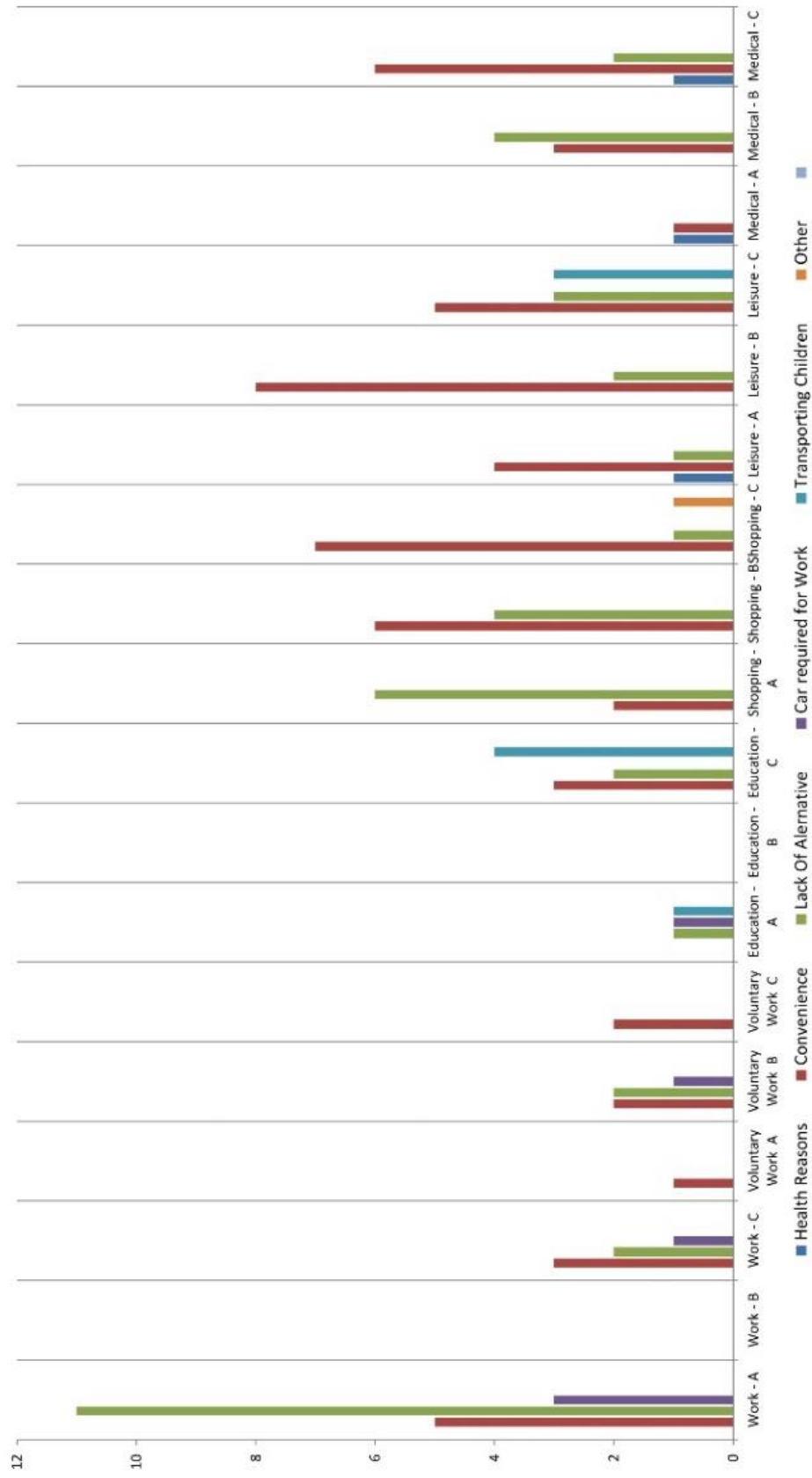
How and Why Do You Mainly Travel



Key
A - Working
B - Non Working
C - Families

Figure 3

Primary Use of Car - Main Use



Key
A - Working
B - Non Working
C - Families

Figure 4

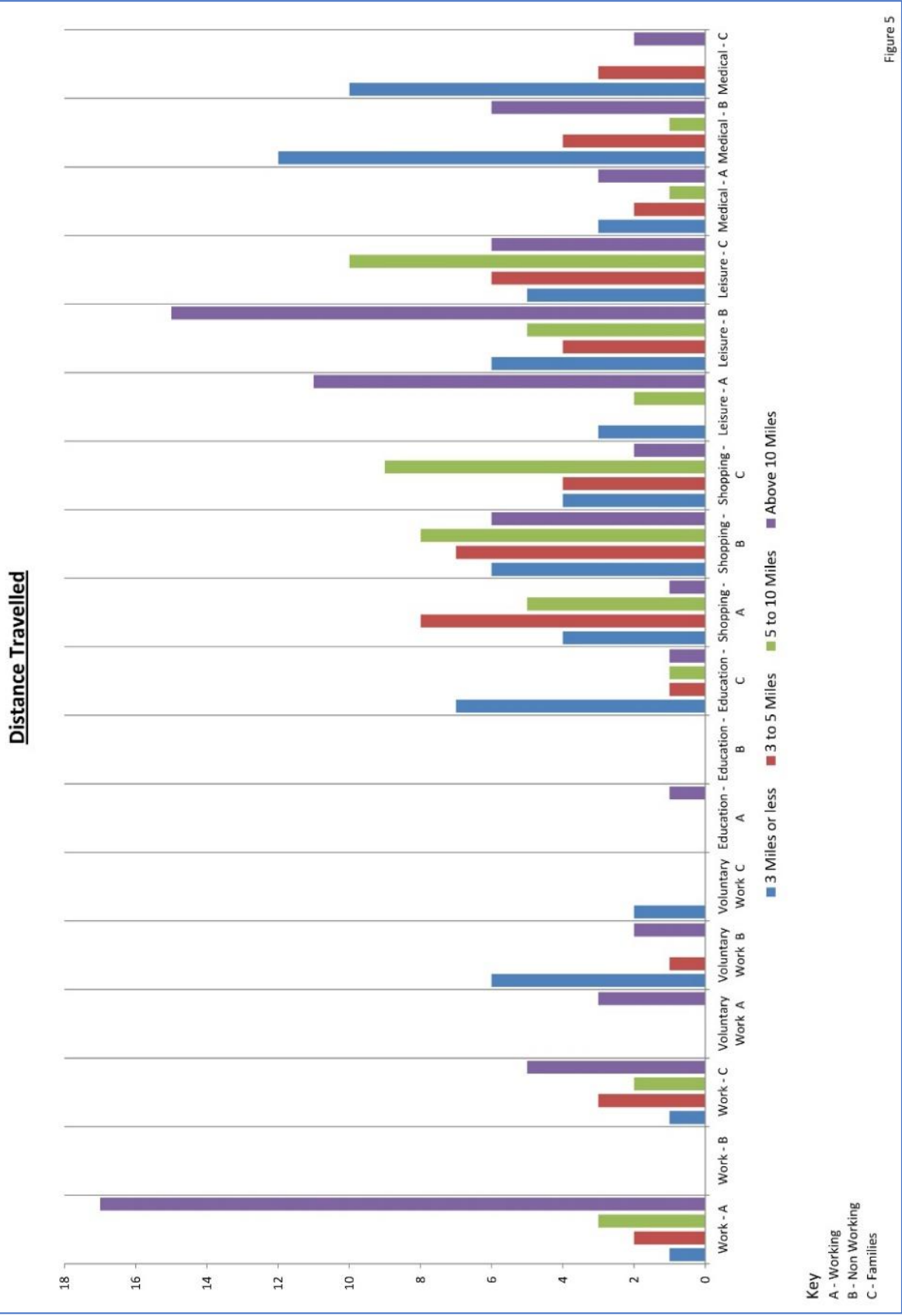


Figure 5

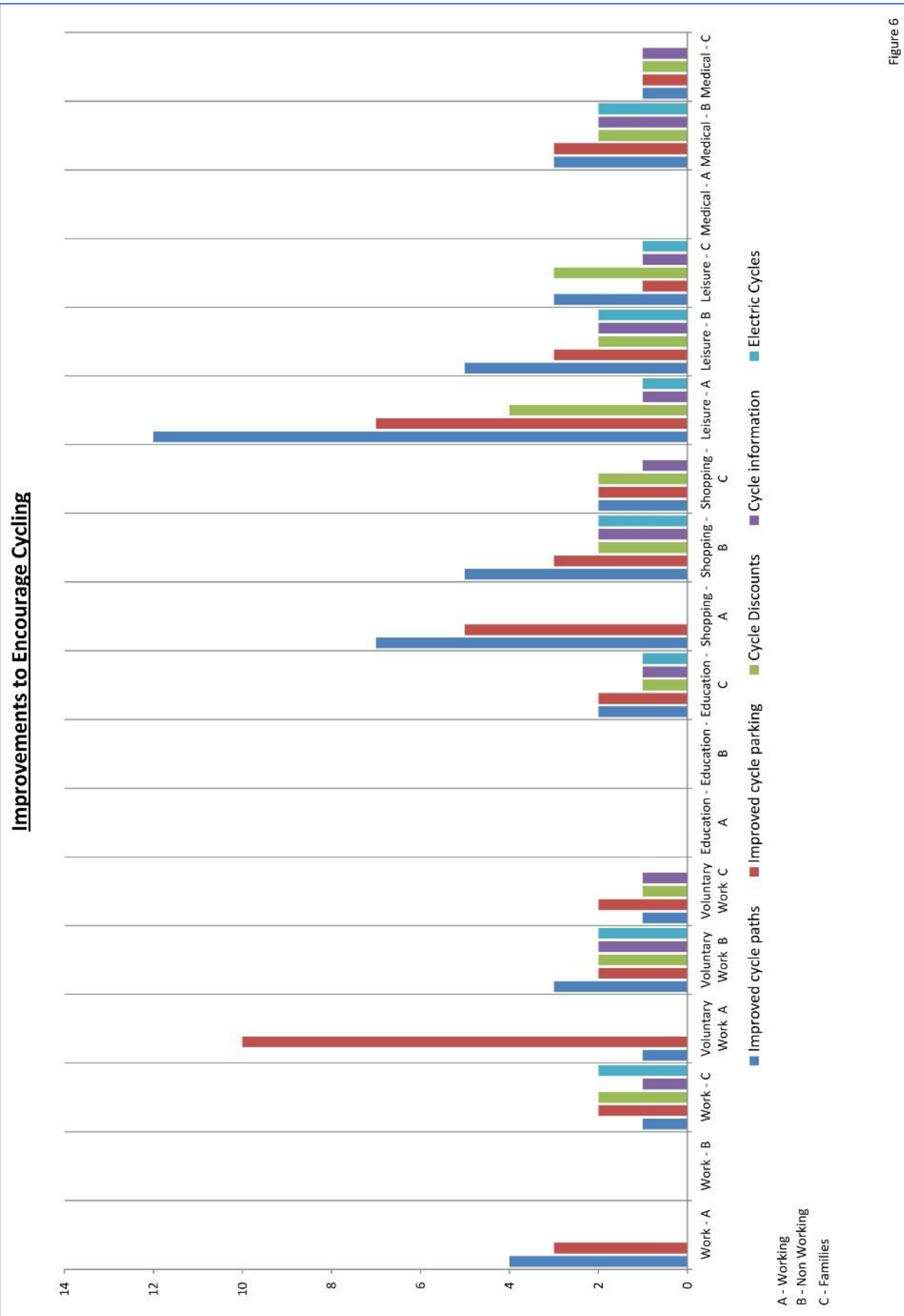


Figure 6

Changes To Encourage Bus Use

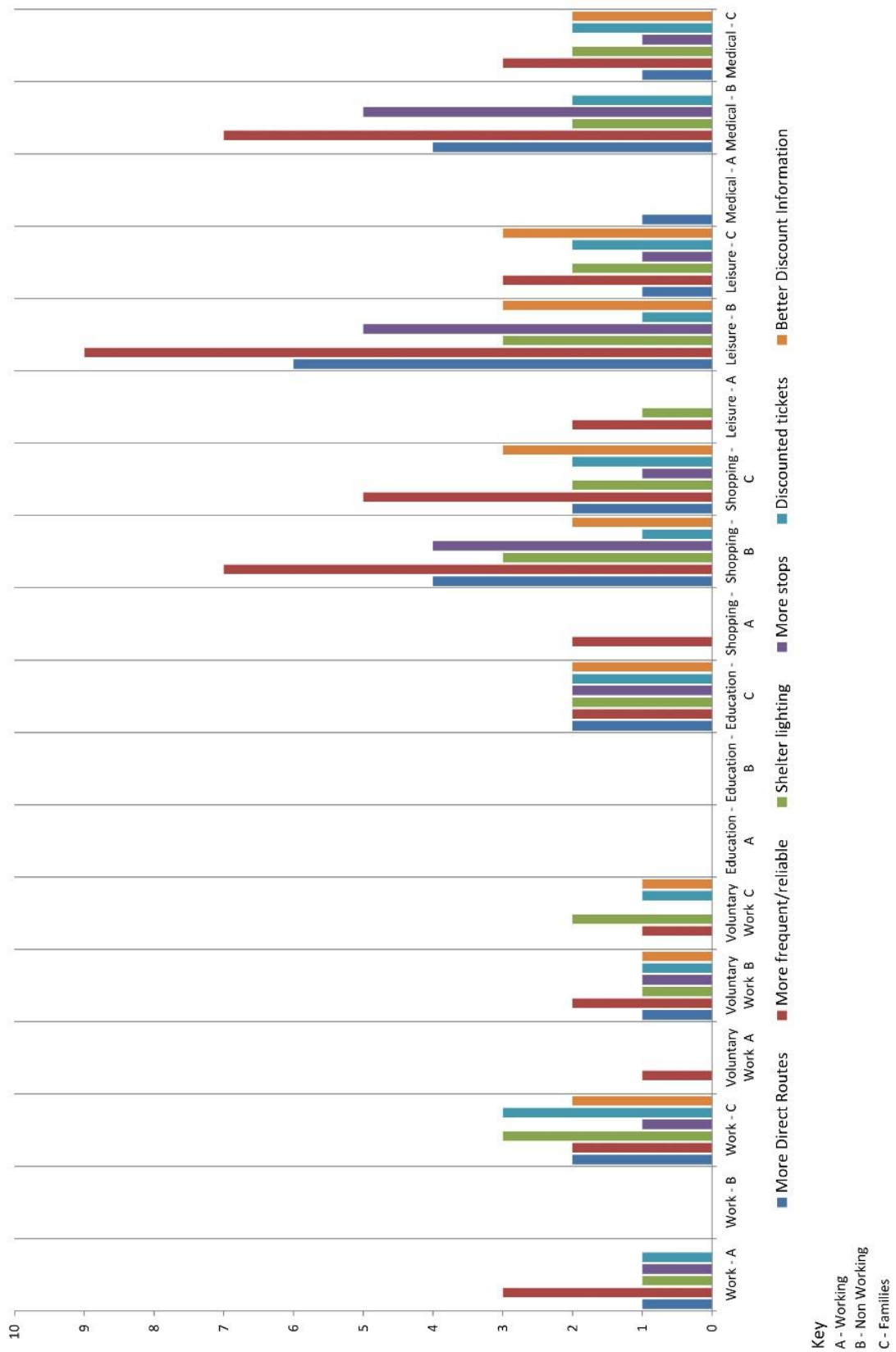
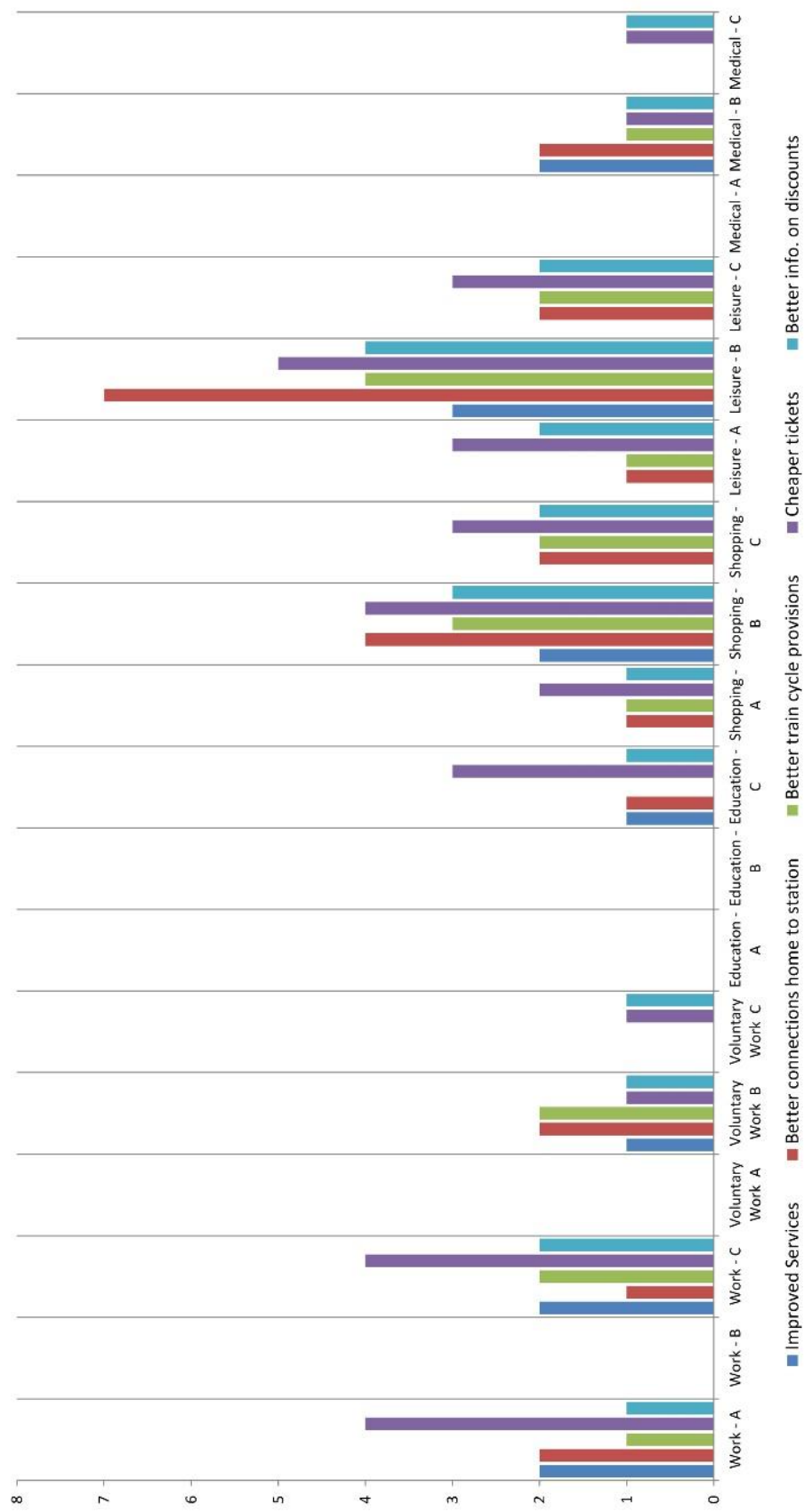


Figure 7

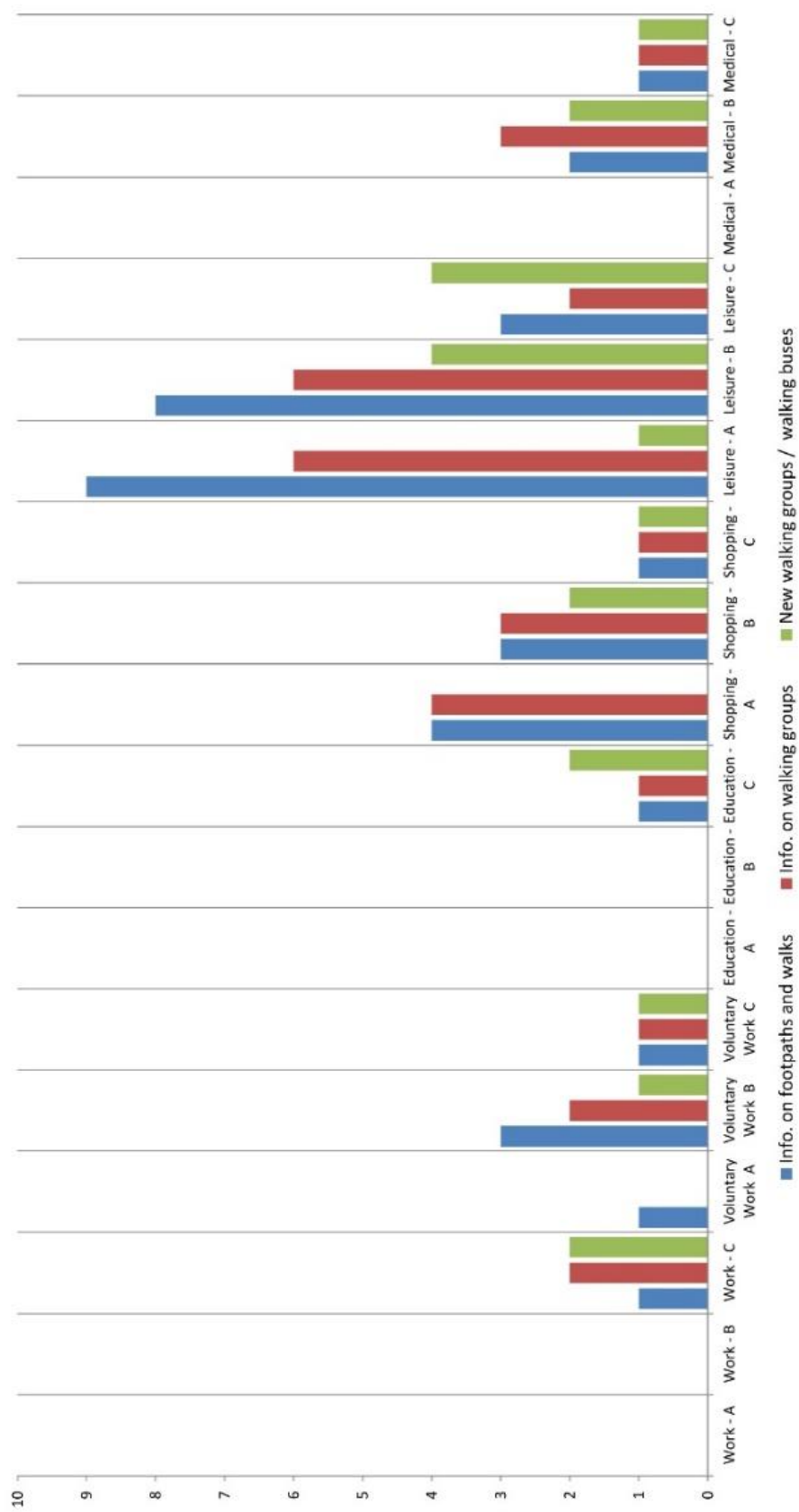
Improvements to Encourage Train Use



Key
A - Working
B - Non Working
C - Families

Figure 8

Improvements to Encourage Walking



Key
A - Working
B - Non Working
C - Families

Figure 9

Experience of Travelling to and from Development - Working Adults

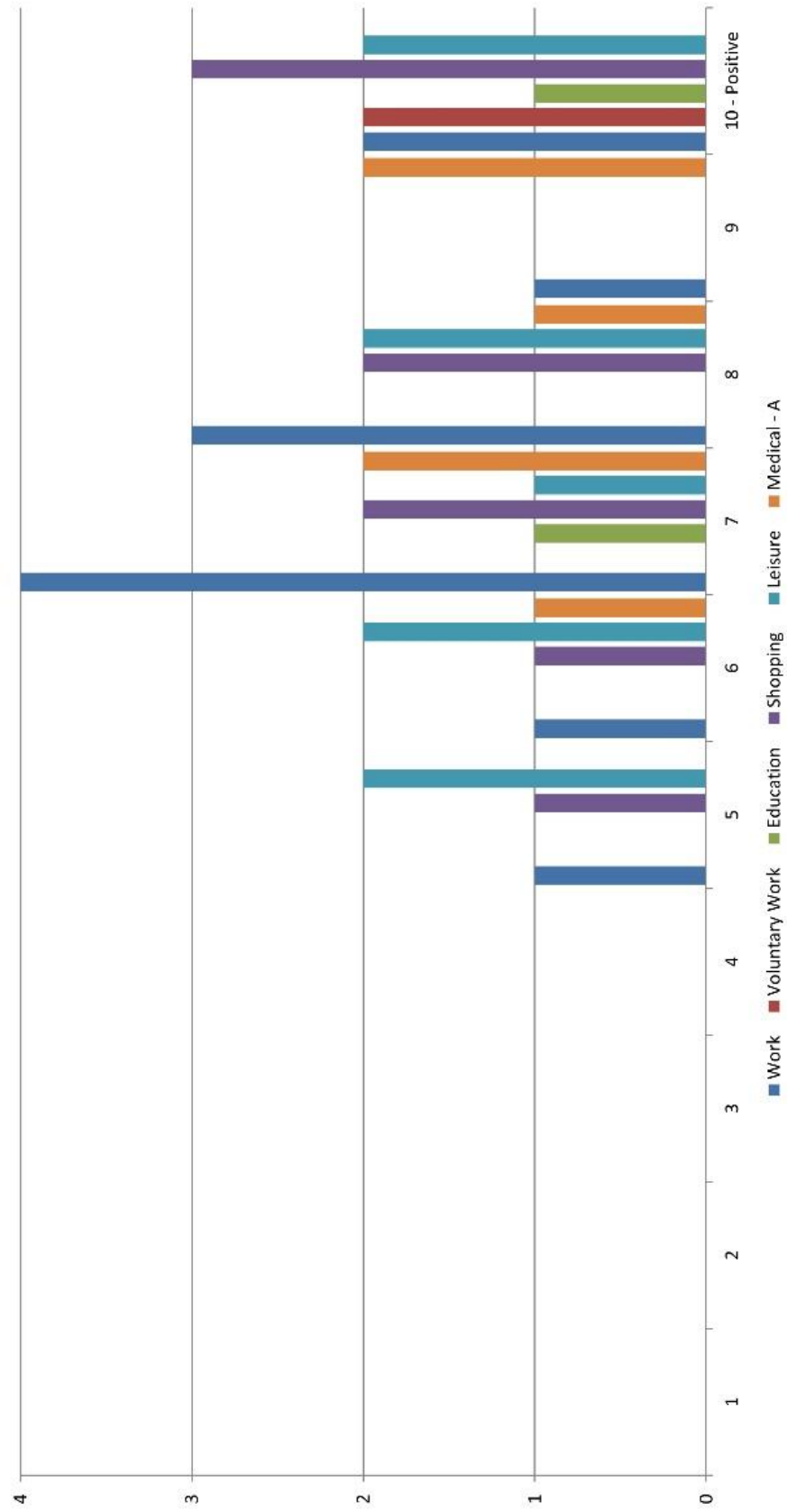


Figure 10

Experience of Travelling to and from Development - Non Working Adults

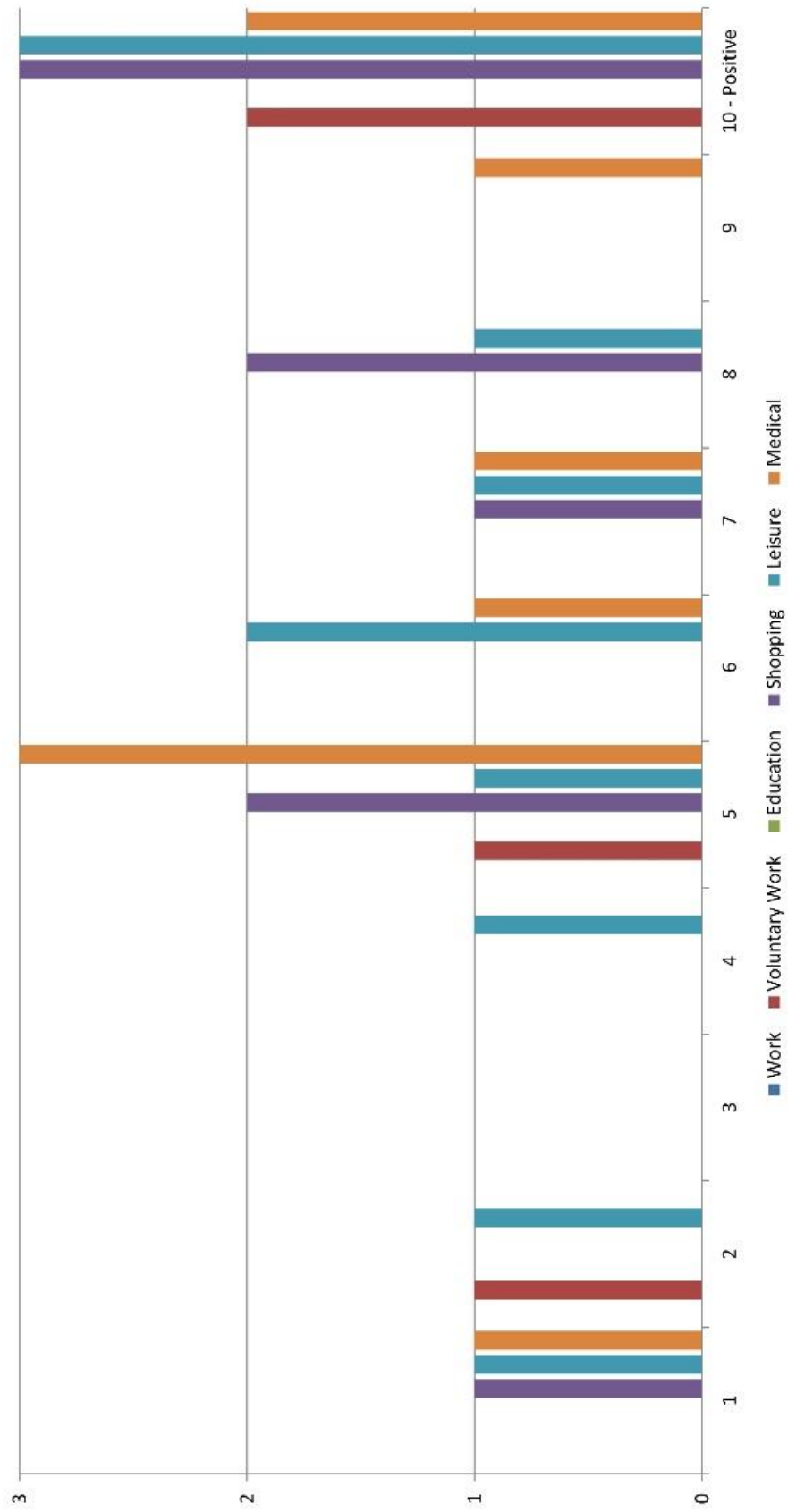


Figure 11

Experience of Travelling to and from Development - Families

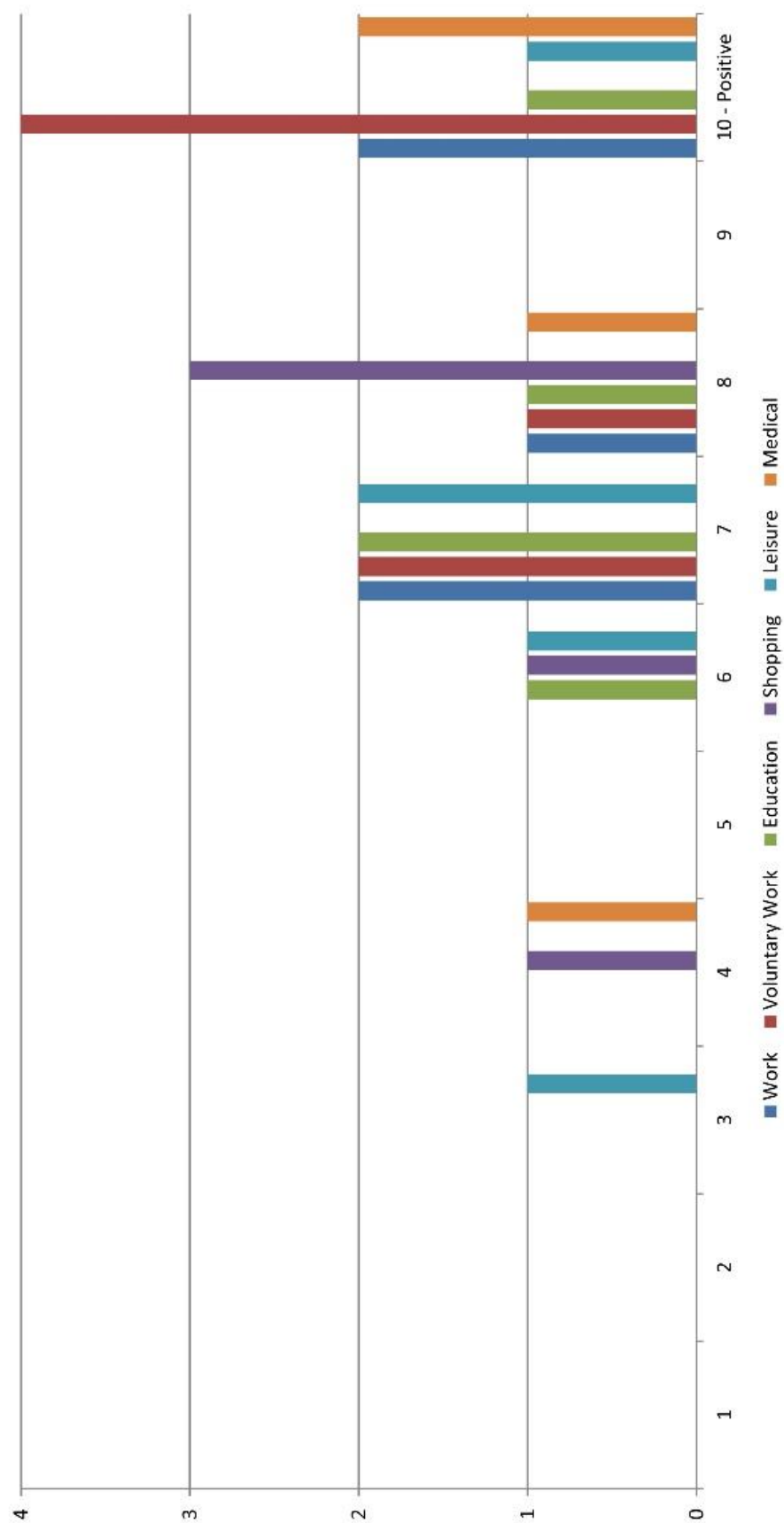


Figure 12

6. Achieving Targets

The Buchanan Report, followed up by the 2013 Survey, included Targets and Actions over the five-year span of the Travel Plan. The results of the 2019 Survey and the work of the Cholsey Travel Group and the CCDT demonstrate that these objectives and targets have largely been met.

Objective	Action	Target by Year 5	Achieved 2019/2020
Marketing, travel information and awareness	Provide on-site travel information points		Information on CCDT website. Paper information at Great Hall. Welcome Pack.
	Produce a travel options guide		Travel Pack for all original new residents. Cholsey 1000 Plus Welcome Pack & cholseyvillage.com . CCDT website www.cholseycdt.org.uk .
	Promote the location of travel information		As above
Increase cycling and walking	Increase journeys on foot	From 4% to 7%	7% of respondents to 2019 Travel Survey
	Increase journeys by cycle	From 5% to 8%	5% of respondents to 2019 Travel Survey = same as 2013
Increase bus and train travel		From 12% to 15%	19% of respondents to 2019 Travel Survey
Reduce car use		From 53% to 43%	43% of respondents to 2019 Travel Survey

7. Comments and Suggestions

For ease of comparison with the 2013 Travel Report, these have been grouped by **transport type**.

Rail

The most frequent responses to this question included the need for more frequent buses to the station; better connectivity between the bus timetable and prime-time train usage; earlier trains for shift workers (especially for NHS workers); a better and safer crossing on Reading Road at the Papist Way/Ferry Lane junction. It was also felt that there was a need for more parking at the station, and that the lack of a lift to the platforms makes it very difficult for families and impossible for disabled people. There were no responses from the Families sample in the survey about rail travel.

Bus

Most responses to this question related to the need for better and more frequent bus services between Cholsey and Wallingford. It was regretted that the increased frequency of buses that had been provided as a result of the £450,000 S.106 monies had now been lost, and also that the circular

route now being provided was not very convenient. Only one respondent was happy with the current bus service.

For disabled people, it was felt that it would be very helpful if wheel-chair accessible buses could come into the site, as taxis were having to be used currently.

Car Share

Unlike the 2013 Survey, there was limited interest in car-sharing from the respondents. 5 people said that they might be interested, but only one person gave contact details for following this up. Some respondents do car-share informally, mainly for leisure purposes. It was also felt that child-care responsibilities and timing of people's work patterns would make this very difficult.

Walking

Many respondents would like more information about footpaths and walking groups. There had been a percentage increase in the numbers of people walking since the previous survey.

Cycling

The main comments about increasing cycling related to the volume and speed of traffic on most roads; the need for better and more segregated cycle paths to Wallingford; safer cycle storage at the station; provision of cycle storage at the Wallingford Medical Practice; safer and cleaner cycle storage at Fair Mile/Cholsey Meadows.

Community Travel

Cholsey is well served by its Community Car Scheme for trips to medical services and other essential trips for older or disabled people. Cholsey Day Centre also benefits from community transport for its users.

There is currently no Oxfordshire Dial-a-Ride service, but the Reading 'Readibus' does serve the Cholsey area.

As mentioned above, it has not been possible to develop a Cholsey Community Minibus, but other minibuses in the village may be available for community use. This includes the Treehouse School and the Boys Brigade, both of whom had offered to provide transport to and from Cholsey Pavilion and the Great Hall for the proposed 2020 May Day and Big Band Swing Night celebrations (which had to be cancelled due to the Covid-19 virus).

8. Key Issues

The main issues arising from the Survey and from the comments received, and which the CCDT is in a position to take up, are set out below.

Issue	Way forward	Who to lead on this
Better information about footpaths and walking groups	Increase the information provided on Cholsey CDT website and the Cholsey Village website. Provide information in The Forty magazine.	Cholsey CDT and Cholsey 1000 Plus
Better and more frequent bus services to Wallingford; better connectivity with train times; wheelchair-accessible buses to come onto the site	Discussions to be initiated with Thames Travel and with OCC Transport Officers	County Councillor, Mark Gray, to be asked to lead on this, with OCC

More parking and lifts to platforms at Cholsey Station	Discussions to be initiated with Network Rail and with OCC Transport Officers	County Councillor, Mark Gray, to be asked to lead on this, with OCC
Better and more segregated cycle paths	Discussions to be initiated with Cholsey Parish Council and OCC Transport about keeping the existing cycle paths clear of weeds	Cholsey CDT and Parish Council, with OCC
Dial-a-Ride service	Explore the opportunities for a South Oxfordshire Dial-a-Ride service	Cholsey CDT and County Councillor, Mark Gray
Promoting a greener life-style (as embedded in the CCDT constitution)	Cholsey CDT to hold a ' Green Fair ' bi-ennially, with speakers, stalls and information about greener energy, transport and life-style options	Cholsey CDT, in partnership with other local community groups

Appendices

Appendix 1: 2019 Survey Form

Appendix 2: 2013 Travel Survey Report