

Draft 14.1.2014

Deddington Neighbourhood Plan

Movement and Transport Group

Fifth meeting: 13th January 2014

Present: Hugh Blythe, David French, Yngve Granne, David Morris
Apologies: Mike O'Brien

Post-it comments

There was detailed discussion of the suggestions and issues raised through the post-it notes at the November 'drop-in' event.

See the summary (2014M&Tissues2.docx) attached. This also takes account of the relevant responses to questions E7 and E8 (Environment) and Q2 and Q3 (Likes/dislikes).

Points arising

While the post-it comments included a good number of constructive suggestions and ideas, implementation was often dependent on third parties (e.g. OCC) or the availability of public funds or required space.

As regards the S4 bus service, infrequency, or lack, of services at peak times and in the evenings clearly discouraged use of public transport. An express bus to/from Oxford was probably not a viable proposition because of the lack of intermediate settlements along the A4260 between Deddington and Kidlington.

There was a need for a regular bus service between Deddington and Bicester to enable residents to access the employment opportunities, shopping facilities and transport interchanges (e.g. main line trains) at Bicester by public transport. This should be on the agenda when the group meets Heyfordian.

The Chiltern Railways Oxford Parkway project offers the prospect of enhanced access to train services to Marylebone and Oxford, although Oxford Parkway would need to be accessed by private car unless there is an improved bus service from Deddington to Water Eaton. This should be on the agenda when the group meets Stagecoach.

Support for local cycle paths was noted. A cross-country cycle route to Banbury was also feasible if funding were forthcoming.

A wide range of measures to improve parking had been suggested, but all had disadvantages which only compounded the problem.

Project Evergreen 3

Work will begin in February on upgrading the track between Oxford and Bicester Town via Water Eaton, where a new parkway station will be built alongside the present 'park-and-ride' site.

The new line will open in summer 2015 with a full service by spring 2016.

Chiltern Railways intend to run a half-hourly service in each direction between Oxford and Marylebone, also calling at Oxford Parkway and Bicester Town.

As noted above, the potential impact on bus services, and scope for improvement, need to be discussed with Stagecoach.

Engagement with stakeholders

OCC was a very important stakeholder in a Movement and Transport context, as it was responsible for:

- highways
- pavements
- footpaths
- subsidised bus services.

It was also important to open a dialogue with the two local bus providers, Stagecoach regarding the S4 and Oxford Parkway and Heyfordian (81 and 90) about a regular service to/from Bicester.

Other stakeholders who it may be appropriate to consult in a Movement and Transport context are:

Thames Valley Police
Emergency services (Fire, Ambulance)
Ramblers Association
Sustrans (National Cycle Network)
Local employers with a significant number of car dependent staff from outside the village.

It was noted that in a number of cases the interface of topic groups with individual stakeholders overlapped and would need to be co-ordinated by the steering group.

The group would await guidance from the steering group before contacting any stakeholders.

Next meeting

This was to be arranged for early February. This would allow time for the steering group to give guidance on the next steps at its next meeting on 29th January.

