

Deddington

Transport Needs Survey



Results for and on behalf of
Deddington Parish Council
By Beth Weston – Oxfordshire Rural Community Council
December 2012



**OXFORDSHIRE
COUNTY COUNCIL**

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Cherwell

DISTRICT COUNCIL
NORTH OXFORDSHIRE

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Deddington Transport Needs Survey Results (2012)

Introduction

This survey was carried out by Deddington Parish Council in order to consult with members of their local community on the issue of transport and bus services.

The purpose of the consultation was for the Parish Council to obtain more detailed information on the transport needs and practices of local residents, with the aim of using this to influence decisions taken on the current re-tendering of subsidised services in the Banbury and Bicester area.

Oxfordshire County Council (OCC) has set a **deadline of 21 December 2012** by which time responses to the Review must be received from Parishes.

The services under a full or part review in the area are 81, 90 and S4

160 households responded out of 880 households, a response rate of 18.2%.

These resulted in a total of 302 individual responses.

NB: Respondents were able to indicate more than one mode/location for destinations and transport used in respect of journeys to work and education, shopping, social, GP, health services.

All percentages illustrated are based on Individual Responses.

Summary

- The survey produced a good sample size. As is the case with most survey responses in rural parishes, there is a slight over representation of the older age ranges, which is usually a symptom of the area's demographics, however, there is relatively good coverage in all age groups.
- 44 (14.6%) respondents are unable to walk or walk far and 5 respondents (1.7%) are unable to drive. This is slightly above the average number of people living in Cherwell with a "limiting long term illness", which is 13.3% (*Census 2001*).
- 214 (70.9%) of respondents can drive and 82 (27.2%) respondents cited that they could not drive.
- The S4 (with no location given) bus service is cited by 90 respondents as the most used service. The S4 to Banbury and Bicester are the second and third most used services. These were collectively cited by 66 and 31 respondents respectively. 91 respondents use the bus services either daily (24) or weekly (67). 3 of the 24 respondents who use the bus daily 3 cannot drive and 4 are unable to walk far.
- 137 (45.4%) respondents think publicity of services is adequate in the parish.
- As is the common case, most respondents stated that the convenience of the car (148), wrong days/times (72), not being able to get to the bus stop (16), wrong destinations (25), difficult transport connections (26) and other reasons (18) were the main deterrents to respondents bus usage.
- The majority of respondents have access to a car at all times (210) and 77 respondents said they had access as a passenger at all times. 63 respondents cited daily access to the bicycle, and 98 respondents stated that they would be more likely to use a bike if there was a cycle track. 5 respondents used a motorbike.
- Only 28 respondents stated that they are aware of all the community Transport schemes, and 41 respondents were aware of some of them 86 respondents are aware of the Oxfordshire dial-a-ride scheme, and 14 are aware of the Primary Care Trust Scheme. 126 respondents did not answer the question.
- For work and education various destinations were cited by respondents. At home / in the village is cited by 23 respondents and is the most common destination. Oxford is cited by 15 respondents and Banbury by 16. The car is the most used form of transport (75). The bus is used by 21 respondents.
- 91 respondents go to Banbury and 44 respondents cited various locations for shopping purposes. The car is the main mode of transport (183 respondents) and 56 respondents get lifts. 95 respondents use the bus. 6 respondents use dial-a-ride.
- Respondents tend to go to Banbury (350) and various locations (58) for social and leisure activities. Similar to shopping, most respondents drive (164) or get lifts or take the bus (60 equally). 10 use dial-a-ride and 49 respondents walk.

- The majority of respondents use the Health centre in the village (105) and walk to the centre (185). 78 respondents drive to the centre while 26 get a lift and 10 take a bus. Of those that take the bus to the Centre 2 are under 16 and 2 are over 80 and 7 cannot drive. 14 respondents use dial-a-ride to get to the centre. The majority of respondents go to Banbury for hospital or clinic visits (63) and most self-drive for these appointments, but 69 respondents get the bus.
- 16 respondents stated that they had missed out on an educational or work opportunities because of a lack of transport
- The key points from the comments made by respondents:-
 1. There were many positive comments made about the current available bus services and are wishing for it to remain in service.
 2. Many respondents commented on the lack of an evening service to Deddington and requested that one be made available. There were also comments about the lack of an early service, early services being very crowded and limited weekend services.
 3. There were several comments about the lack of a service through Hempton.
 4. Respondents noted that the bus drivers of the S4 are very friendly and helpful.
 5. Four respondents want to know more about community transport in their area, and one highlighted a new scheme that has been started in the village.

Bus Service Issues

- The current service contracts will expire in June 2013 and the review process is underway.
- Oxford and Banbury are the most important destinations for many respondents for all services.
- 91 respondents frequently (daily or weekly) use the bus services.

Action Points for Deddington Parish Council

The survey indicates that publicity of bus services in this parish is sufficient. However, it is important that efforts are continuously made to ensure that the correct information is displayed at the bus stop and that times are published in the parish newsletter, local website and on notice boards. Ian Connick leads the Public Transport Information team at Oxfordshire County Council and is happy to help with these matters: 01865 815088, email: ian.connick@oxfordshire.gov.uk for more information. Alternatively, local timetable information may be obtained by calling "Traveline" on 0871 200 2233. Promotion of the County Council's travel and advice line called OxTAIL is recommended. The travel information line is available for the over 65s or people with mobility impairments. The contact details for OxTAIL are: Tel: 0845 310 1111, Monday to Friday, 9am-5pm or email: oxtail@oxfordshire.gov.uk. There is also information available on sharing lifts through

Oxfordshire Liftshare available from <http://www.oxfordshire.gov.uk/cms/content/oxfordshire-liftshare>

There are 4 respondents that have shown interest in community transport. The Community Transport Adviser (CTA) at ORCC can provide further support on volunteering opportunities in the area or the parish can forward the contact details directly to the local scheme 'Community Cares' on 01869 338082 or Volunteer Connect (supported by Cherwell District Council) who are aiming to run a volunteer car scheme in Cherwell on 0845 815 0092. A Community Transport Directory has been enclosed with this report.

It is important for the parish council to note that Oxfordshire County Council will be looking closely at the level of subsidised bus services in 2013/14 and 2014/15, and where possible they will be aiming to reduce costs. It is likely that communities will see a growing need to look for alternative transport solutions, especially rural based communities. In expectation of the increased need for community transport the County Council are making available dedicated one off start-up funds through the Supporting Community Transport Funds. More information on these funds can be found on the separate insert within the report. If you are interested in finding out more then please make contact using the officer's details on the insert.

A few respondents cited that they cannot get to the bus stop; the Parish Council may wish to look into this and consider whether the stops are located in the most appropriate places. The Parish Council could also consider whether improvements should be made to the shelters to encourage usage. The Public Transport Development Team at Oxfordshire County Council can offer further advice in relation to both these issues (01865 815531).

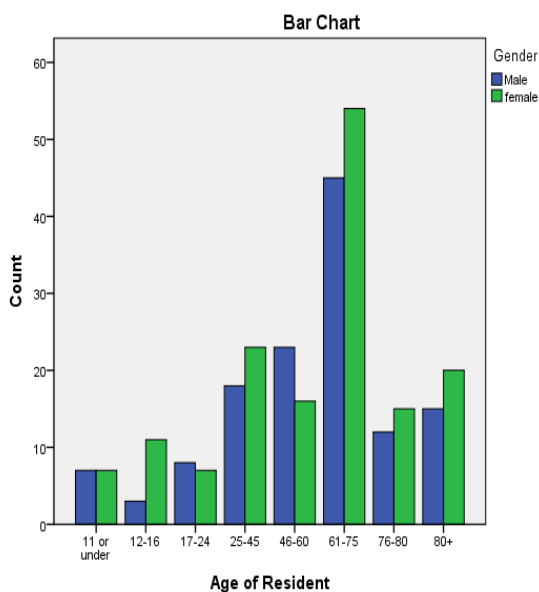
Data produced by the survey

Q1 Postcodes

	Frequency	Percent
OX15 0SS	4	1.3
OX15 0SR	4	1.3
OX15 0QY	2	.7
OX15 0QS	6	2.0
OX15 0NY	2	.7
OX15 0TB	12	4.0
OX15 0TZ	8	2.6
OX15 0TE	5	1.7
OX15 0SG	2	.7
OX15 0UN	18	6.0
OX15 0TD	12	4.0
OX15 0TQ	3	1.0
OX15 0TJ	4	1.3
OX15 0QR	13	4.3
OX15 0TY	6	2.0
OX15 0PT	2	.7
OX15 0QT	10	3.3
OX15 0SW	4	1.3
OX15 0SB	1	.3
OX15 0QD	4	1.3
OX15 0SH	4	1.3
OX15 0SU	4	1.3
OX15 0XX	1	.3
OX15 0QN	3	1.0
OX15 0TX	4	1.3
OX15 0SZ	2	.7
OX15 0SY	5	1.7
OX15 0SJ	2	.7
OX15 0QH	3	1.0
OX15 0NX	10	3.3
OX15 0RT	1	.3
OX7 7EZ	1	.3
OX15 0LA	2	.7
OX15 0PG	1	.3
OX15 0TG	1	.3

OX15 0QW	3	1.0
OX15 0WN	2	.7
OX15 0SL	4	1.3
OX15 0RT	13	4.3
OX15 0QP	4	1.3
OX15 0PA	6	2.0
OX15 0RB	2	.7
OX15 0SE	2	.7
OX15 0UB	1	.3
OX15 0QA	2	.7
OX15 0TT	1	.3
OX15 0UU	1	.3
OX15 0QZ	4	1.3
OX15 0SN	2	.7
OX15 0TP	1	.3
OX15 0QX	1	.3
OX15 0NA	4	1.3
OX15 0RB	1	.3
OX15 0RA	1	.3
OX15 6WE	1	.3
OX15 0TH	2	.7
OX15 0RW	4	1.3
Total	228	75.5
Missing Not answered	74	24.5
Total	302	100.0

Q2 Age



	Frequency	Percent
11 or under	14	4.6
12-16	14	4.6
17-24	15	5.0
25-45	43	14.2
46-60	39	12.9
61-75	108	35.8
76-80	29	9.6
80+	37	12.3
Total	299	99.0
Not answered	3	1.0
Total	302	100.0

* bar chart shows the respondents that cited both their age and gender only

Q2 Gender

Male	131	43.4%
female	153	50.7%
Total	284	94.0%
Not answered	18	6.0%
Total	302	100.0

Q3 Mobility

Mobility not affected	232	76.8%
Unable to walk/walk far	44	14.6%
Unable to drive	5	1.7%
Not answered	21	7%

Q4 Driving

Can drive	241	70.9%
Cannot drive	82	27.2%
Not answered	6	2.0%

Age and mobility

		Mobility			
		Mobility not affected	Unable to walk/walk far	Unable to drive	Not answered
Age of Resident	11 or under	13	1	0	0
	12-16	14	0	0	0
	17-24	14	0	1	0
	25-45	41	1	1	0
	46-60	35	1	1	3
	61-75	82	15	2	9
	76-80	17	9	1	2
	80+	16	17	0	4

Age and driving

		Do they drive?			Total
		Can drive	Cannot drive	Not answered	
Age of Resident	11 or under	0	14	0	14
	12-16	0	14	0	14
	17-24	5	10	0	15
	25-45	37	6	0	43
	46-60	35	4	0	39
	61-75	91	14	3	108
	76-80	21	8	0	29
	80+	25	12	0	37
Total		214	82	3	299

Q5 Bus services used

First Response

	Frequency	Percent (%)
S4 (no location given)	90	29.8
90 Upper Heyford	2	0.7
S4 to Banbury	66	21.9
S4 to Oxford	31	10.3
Sibford	1	0.3
S4 to Duns Tew	1	0.3
Not answered	111	36.8
Total	302	100.0

Second Response

	Frequency	Percent (%)
90 Upper Heyford	4	1.3
S4 to Banbury	16	5.3
S4 to Oxford	42	13.9
81 to Bicester	1	0.3
81 No location given	1	0.3
Not answered	238	78.8
Total	302	100.0

Q6 Usage of local bus services:

Bus services used and how often for first response

	Frequency	Percent (%)
Daily	24	7.9
Weekly	67	22.2
Fortnightly	17	5.6
Monthly	27	8.9
Rarely	84	27.8
Never	55	18.2
Not answered	28	9.3
Total	302	100.0

Driving and how often take the bus

		Do they drive?			Total
		Can drive	Cannot drive	Not answered	
How often ?	Daily	5	18	1	24
	Weekly	39	26	2	67
	Fortnightly	12	5	0	17
	Monthly	21	6	0	27
	Rarely	72	12	0	84
	Never	46	9	0	55
	Not answered	19	6	3	28
Total		214	82	6	302

How often take the bus and first response bus service use

		How often?						Not answered
		Daily	Weekly	Fortnightly	Monthly	Rarely	Never	
Most used local bus	S4 (no location given)	7	29	5	11	35	1	2
	90 Upper Heyford	0	1	1	0	0	0	0
	S4 to Banbury	12	21	9	9	14	0	1
	S4 to Oxford	1	12	2	4	12	0	0
	Sibford	1	0	0	0	0	0	0
	S4 to Duns Tew	0	0	0	0	1	0	0
	Not answered	3	4	0	3	22	54	25
Total								

Q7 Reasons affecting use of local buses

Self-drive is more convenient	148	49.0%
Wrong days/times	72	23.8%
Can't get to bus stop	16	5.3%
Wrong destinations	25	8.3%
Difficult transport connections	26	8.6%
Worried about getting on / off bus	3	1.0%
Fares are not affordable	19	6.3%
Other	18	6.0%

Q9 Publicity

Publicity of services generally

Yes	137	45.4%
No	69	22.8%
Not answered	96	31.8%

Q10 Access to vehicles

Car

	Frequency	Percent (%)
Evening / Weekends only	7	2.3
All of the time	210	69.5
Never	35	11.6
Not answered	50	16.6
Total	302	100.0

Car as passenger

	Frequency	Percent (%)
Evening / Weekends only	28	9.3
All of the time	77	25.5
Not answered	178	58.9
Total	302	100.0

Bicycle

	Frequency	Percent (%)
All of the time	63	20.9
Never	40	13.2
Evenings / weekends only	6	2.0
Not answered	193	63.9
Total	302	100.0

Motorbike

	Frequency	Percent (%)
All the time	5	1.7
Never	68	22.5
Not answered	229	75.8
Total	302	100.0

Q11 Cycle Track

More likely to ride a bike if there was a cycle track

Yes	98	32.5%
No	181	59.9%
Not answered	23	7.6%

Q12 Aware of community transport provision

		Are you aware of local community transport schemes	
		Aware of schemes	using scheme
Type of Community Transport	Oxfordshire dial-a-ride	83	0
	Banbury Volunteer Bureau	4	1
	Volunteer Connect	1	0
	Pheonix Community Car Service	0	1
	Primary Care Trust Patient Transport	11	1
	Some of them	41	0
	All of them	28	0
	Not answered	0	0
	Total	168	3

Aware of community transport continued

		Are you aware of local community transport schemes		Total
		have used scheme in past	Not answered	
Type of Community Transport team	Oxfordshire dial-a-ride	3	0	86
	Banbury Volunteer Bureau	0	0	5
	Volunteer Connect	0	0	1
	Pheonix Community Car Service	0	0	1
	Primary Care Trust Patient Transport	2	0	14
	Some of them	0	0	41
	All of them	0	0	28
	Not answered	0	126	126
	Total	5	126	302

Q14 Journeys to work/education/shopping/leisure/health**Work/school and college destinations**

	Frequency	Percent (%)
Oxford	15	5.0
Village / Home	23	7.6
London	9	3.0
Other area in district	6	2.0
Other area in county	3	1.0
Out of county	13	4.3
Various	8	2.6
Banbury	16	5.3
Bloxham	10	3.3
Not answered	199	65.9
Total		100.0

Transport Used

Self-drive	75	24.8%
Lift	20	6.6%
Bus	21	7.0%
Cycle	22	7.3%
Walk	22	7.3%
Use Motorbike	3	1.0%
Use Dial-a-ride	5	1.7%
Train	16	5.3%
Get a Taxi	4	1.3%

Bus service and work use

		take a bus		Total
		Yes	Not answered	
Most used local bus	S4 No location given	5	85	90
	90 Upper Heyford	0	2	2
	S4 to Banbury	8	58	66
	S4 to Oxford	5	26	31
	Sibford	1	0	1
	S4 to Duns Tew	0	1	1
	Not answered	2	109	111
Total		21	281	302

Take a bus - do they drive?

		take a bus		Total
		Yes	Not answered	
Do they drive?	Can drive	7	207	214
	Cannot drive	14	68	82
	Not answered	0	6	6
Total		21	281	302

Shopping destinations:

	Frequency	Percent (%)
Oxford	4	1.3
Village/ Home	4	1.3
Other area in county	1	0.3
Various	44	14.6
Banbury	91	30.1
Not answered	158	52.3
Total	57	100.0

Transport used:

Self-drive	183	60.6%
Lift	56	18.5%
Bus	95	31.5%
Cycle	1	0.3%
Walk	45	14.9%
Use Motorbike	1	0.3%
Use Dial-a-ride	6	2.0%
Train	7	2.3%
Get a Taxi	1	0.3%

Take a bus and shopping location

		Take a bus		Total
		Yes	Not answered	
Where do you shop?	Oxford	2	2	4
	Village/home	0	4	4
	Other area in county	0	1	1
	Various	15	29	44
	Banbury	39	52	91
	Not answered	39	119	158
Total		95	207	302

Take bus and do they drive

		Take a bus		Total
		Yes	Not answered	
Do they drive?	Can drive	48	166	214
	Cannot drive	46	36	82
	Not answered	1	5	6
Total		95	207	302

Leisure/social destinations:

	Frequency	Percent (%)
Oxford	8	2.6
Village / Home	9	5.6
London	1	0.3
Other area in district	1	0.3
Other area in county	2	0.7
Various	58	19.2
Banbury	35	11.6
Not answered	188	62.3
Total	302	100.0

Transport Used

Self-drive	164	54.3%
Lift	60	19.9%
Bus	60	19.9%
Cycle	0	0%
Walk	49	16.2%
Use Motorbike	1	0.3%
Use Dial-a-ride	10	3.3%
Train	20	6.6%
Get a Taxi	8	2.6%

Health Centre Destinations:

	Frequency	Percent (%)
Oxford	2	0.7
Village / Home	105	34.8
Banbury	9	3.0
Bloxham	5	1.7
Not answered	181	59.9
Total	302	100

Transport used:

Drive	78	25.8%
Lift	26	8.6%
Bus	10	3.3%
Walk	185	61.3%

Ride motorbike	1	0.3%
Use Dial-a-ride	14	4.6%
Taxi	5	1.7%

Hospital or clinic destinations:

	Frequency	Percent (%)
Oxford	7	2.3
Village / Home	2	0.7
Various	41	13.6
Banbury	63	20.9
Not answered	189	62.6
Total	302	100.0

Transport used:

Drive	160	53.0%
Lift	59	19.5%
Bus	69	22.8%
Walk	16	5.3%
Ride motorbike	1	0.3%
Use community Transport	1	0.3%
Use dial-a-ride	2	0.7%
Taxi	10	3.3%

Bus to health services and age of residence

		Take a bus to Health Centre		Total
		Yes	Not answered	
Age of Resident	11 or under	0	14	14
	12-16	2	12	14
	17-24	3	12	15
	25-45	1	42	43
	46-60	1	38	39
	61-75	1	107	108
	76-80	0	29	29
	80+	2	35	37
Total		10	289	299

Q15 Missed Educational or work opportunity

	Frequency	Percent %
Yes	16	5.3
No	228	75.5
Not answered	58	19.2
Total	302	100

Q16 Problems with accessing specific services

Survey no.	Resident	Type of place	Location	Frequency	Why
2	1	Work	Banbury	Every day	No bus early morning and evening
	2	Cinema/ restaurants	Banbury	Evenings	No bus
	3	School	Banbury (Leamington Spa)	School bus leaves Banbury Cross at 7.40am	No early morning bus
	4	Cinema	Banbury	Weekends	No bus in evenings
6	2	Work	Bicester	Every day	No bus
10	1	Anywhere	Anywhere	Weekends	No bus from Hempton
11	1	Work	London via Oxford	Every day	Bus doesn't run early or late enough (S4)
17	1 and 2	Work	Banbury train station	Mon-Fri 6-7am	No bus
19	1	Churchill hospital	Oxford		Matching timetables
	1		Anywhere off the A4260		Matching timetables
30	1		Bicester	Weekly	No bus
	1		Aylesbury	Weekly	No bus
31	1	Health centre,	Deddington	Weekly	No bus through

		dentist			Hempton, have to self drive
	2	Friends	Banbury, Yarnton	Any time	No bus through Hempton, have to self drive
55	1	Theatre	Oxford	Monthly	No late bus to return
58	1 and 2		Banbury		No bus
	1 and 2		Oxford		No bus
72	1	Part time work	Woodstock	3 days, pm	No direct bus
74	1 and 2	Shopping centre	Banbury	Once a week	Bus times don't fit
79	1	Mother's	Portsmouth	Every 2 weeks	No viable links
	2	Family	Marlow	Once a week	No transport
94	2	Ballet lessons	Chipping Norton	Evening	No bus and can't drive
112	1	Work	London, Reading, airport	Occasionally at 4-5am	No buses run through the night
122	1	Medical centre	Deddington	Occasionally	Can't walk
	2	Town centre	Banbury	Daytime	
124	1		Oxford	Sundays	No bus/evening
129	2	Cinema	Banbury	Evening	No bus
	2	Restaurants	Oxford	Evening	No bus
	3	Playdates	Other villages	Times when there are no buses	No buses
134	1 and 2	Shopping	Bloxham	Occasionally	No bus to Bloxham from Deddington
	1 and 2	Cinema	Banbury	Weekends	No bus back to Deddington in evenings
	3	Home	Deddington	Saturday	My work ends at 6pm in Banbury, last bus leaves at 5.45pm.
	3		Anywhere	Any evening	Latest bus leaves Banbury at 6pm.
	3	Railway station	Banbury	Any day	Buses do not always match up with trains.
	4	Cinema	Banbury	Any evening after 6pm	No bus
	4	Friends	Bloxham	Any time	No bus from Deddington
146	1	Railway station	Banbury	Monthly	No late buses
	1	Events	Oxford	Monthly	No late buses
	2	Railway station	Banbury	Occasionally, evenings	No late buses
	2	Events	Banbury, Oxford	Occasionally, Sundays, evenings	Too infrequent and not late evenings
148	1		Chipping Norton	Fortnightly	No bus – car essential
157	1	Classical music venues	Oxford	1-2 times a week	No return bus
158	1 and 2	Oxford hospitals			Parking
163	1 and 2	Shops, hospital	Banbury		Bus pass bus not available until 10.15am
167	1		Bicester		No bus

182	1	Friends	Banbury	Weekends	No bus in evening
183	1	Entertainment	Banbury		No late buses
184	1	Classes, clubs, cinema	Banbury, Oxford	1 or 2 times a week after 7pm	No return bus after 17.45 (Banbury) or 19.15 (Oxford)
	1	Railway station	Banbury	Weekly	No evening return bus after 17.45
	1	Shopping	Chipping Norton	1 or 2 times a week	Poor connections with 488 at Banbury
	2	Railways station	Banbury	Daily	No evening return bus after 17.45
	2	Cinema	Banbury	Monthly	No evening return bus after 17.45
211	1	Theatre	Oxford	Infrequently	No late bus, do not drive at night
221	1	Social	Bicester	Occasionally	Buses to Bicester but to return to Deddington have to go to Oxford
225	1	Cinema	Banbury	Evening	No bus service
229	1 and 2	Shopping	Banbury	Daily	No bus from Hempton
	1 and 2	Friends	Banbury, villages	Weekly	No bus from Hempton
241	1	JR Hospital	Oxford	Once a month	Cannot drive after appointment
247	1	Entertainment	Banbury, Oxford	Weekends	No late buses for return journey
248	2	Father's care	Bicester		
258	1	Cinema	Banbury, Oxford	Evenings	Can't get back
	1	Theatre	Oxford	Evenings	Can't get back
263	1	Nursing home	Merton	Every day by 17.00	No bus
265	1	Train station	Banbury	Beginning/end of day	No bus
	1	Shopping	Deddington, Banbury	Occasionally	No bus
	1	To catch Deddington bus		Every day	No bus
	2	Cinema	Banbury	Wednesday	No bus
	2	Homegroup	Bloxham	Monday lunchtime	No bus
	2	Shopping	Deddington, Banbury	Couple of times a week	No bus
	3	Friends	Wroxton, Adderbury, Banbury	Weekends	No bus
	4	Friends	Hempton, Dedd	Weekday usually after 5pm	No bus
269	1	Friends house	Chipping Norton	Monthly	No bus
270	1		South of Oxford or North or East of Banbury	Daily	No suitable buses at suitable times
285	1	Work	Banbury	Every day	Sunday service not the same as work

		Home	Deddington	Every day	Need a later S4 bus
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Comments

The comments made below are with respect to questions 8, 9, 11,13, 15 and 17 on the survey form: - **Question 8** asked respondents if they had any other comments about public transport provision. **Question 9** asked how services could be better publicised. **Question 11** asked respondents if they would be more likely to cycle to Banbury or Oxford if there were a cycle track. **Question 13** asked if respondents would like to find out more about community transport or volunteer with a scheme. **Question 15** asked if respondents felt that they had missed an educational or employment opportunity because of a lack of transport. **Question 17** asked for general comments about transport in the area.

Q8 further comments about public transport

2

Does not start early enough – we need to get to Banbury by 7.40. No evening service – would use more often if it ran until 9pm.

10

There is no service at all to Hempton which means that I would have to walk from Deddington to get home. In any case there is no weekend service to Deddington.

17

The bus service starts too late and finishes too early during weekdays to be useful for ongoing connections from Banbury train station.

21

I am impressed by the kindness of S4 drivers, they are all very helpful to disabled people and families. Buses up to BQ from town not marked up.

30

Bus S4 leaves Banbury too early which makes visiting the cinema in the evening difficult. Likewise the train. Always have to rely on a taxi.

31

We need a regular bus service (at least hourly) through Hempton. It would make sense to divert the S4 from Banbury and Oxford from Adderbury to Deddington and vice versa via Milton, Barford St Michael and Hempton and so to Deddington.

33

We would like to use public transport more but living where we do in Hempton it means a mile walk into Deddington as the times we want to use the bus are not Hempton times so we tend to use the car.

49

S4 – no evening service.

55

Would be good to have a late evening service to enable visits to theatres, concerts and even an evening meal with friends.

58

We have no bus service in Hempton.

60

I travel to London on the London Tube and find the early 'last bus' time impossibly early. Also I'm a theatre goer in Oxford which means I can only go to matinees.

65

I would use buses if they stopped in Clifton on a regular, more frequent basis. I use my car but would prefer to have transport option saving car for long journeys.

69

The S4 does not run late enough, eg, the last bus leaves Oxford at 19.15. There needs to be if possible a bus on Sunday between 12.15-15.15.

82

The S4 service finishes too early.

85

No late evening service on S4.

90

Bus stop nearer my home.

93

Ridiculous! No bus from Banbury to Deddington after 5.45! I don't finish my after college job until 6.30 then have to walk home (sometimes cycle).

94

7.31am S4 Deddington-Oxford, this is a very busy bus, sometimes no seats left when it gets to Deddington. Would like to see a bus from Deddington at 8am to ease some of the passenger numbers as the next bus doesn't leave until 9.06 which gets you to work too late. The bus before 7.31, the 6.53, takes longer and doesn't get you to Oxford much earlier so isn't a viable option. A bus from Oxford after 7.15pm would also be good. Would like to see a service to Chipping Norton.

96

Would not run a car and use bus. Could not get bus connections in time for all activities. Just not convenient for us when we are lucky enough to have a car and can drive.

99

It would be helpful if the S4 ran in the evening. We would use it to go to the cinema, theatre and restaurant in Oxford thus saving petrol.

101

It will potentially become more important to us and it is good to know a good service exists.

112

Bus drivers friendly and helpful.

118

Excessive duration of journey from Deddington to Kidlington and infrequent.

124

S4 Oxford-Banbury, the dog-leg to/from Middle Barton is not at convenient times especially returning from Oxford. I often drive to N. Aston crossroads to catch the through bus.

126

S90 would benefit from more buses in peak time.

129

We would like to keep full services for buses in our area.

132

No bus transport to/from Hempton.

134

The evenings in Banbury finish for bus travel at 6pm. It would be great to be able to come back from the cinema or an evening out in Banbury. Self-drive is our only option for taking and collecting our children to all their evening social events in Banbury. Our son is at school in Stratford, we have to drive him to Banbury to catch a 7.15am bus. Bus fare single from Banbury-Deddington is £3.70. A week's travel to/from Stratford is £21 – bus fare better value in Warwickshire.

148

Living in Hempton, have to journey to Deddington to join services to Banbury or Oxford.

149

Although unable to use the bus it's a vital service for those who can't/don't drive.

155

We use the buses to Banbury and Oxford if timing is convenient, otherwise we are still able to drive ourselves. Would not like to see the frequency of this service reduced.

157

I am or was able to drive but stopped because of poor eyesight in 2005. Hourly bus service S4 is adequate during day and I use it 3 times a week on average. Unlike almost every other town in Oxfordshire there is no return service from Oxford and Banbury and hence also to Deddington where I live after 7.15pm. This means using non-public transport services and friends with a car for every evening event in Oxford, for me a serious restriction.

158

A bus stop near the Holly Tree for Banbury.

163

Cannot use passes before 10.15am bus.

167

It would be nice to have a connection to Bicester especially with its new centre being developed.

168

I think there still should be a bus service from Banbury after 5.45pm even if it just terminates at Steeple Aston.

174

S4 – too many services in the daytime, no evening services.

176

We would like a regular, more direct route (faster) to Oxford offered at weekends at or maybe several times, ie, am and pm.

194

The S4 bus route allows a lady on with her dog (not a guide dog). I don't agree this should be acceptable as it makes the bus smell. Also drunk men/women are allowed on. It's uncomfortable.

202

It would be fantastic if the S4 route made later stops in and out of Oxford. Banbury is fine for shopping but if I want culture or socialising I choose Oxford. I realise it's unreasonable to expect buses every hour until midnight but perhaps one late night run at 8-9pm with one late return at 2-3am could be arranged.

203

Excellent service.

206

The S4 service is a total blessing (especially some Sunday service which we were without for years). I wish that there were an evening bus back, 9-10pm, because when I go into Oxford to use the Bodleian in the evenings obviously I must drive in because there is no late bus back.

208

Bus 90 could have more seats therefore enabling it to pick up passengers in Middle Barton/Duns Tew because the S4 that run at similar times is generally standing room only by the time it gets to Deddington on Thursdays.

211

I really appreciate the S4 to Banbury and Oxford but would like, if possible, a later bus from Oxford to go to theatre and return.

213

Local bus is a joke. It goes to Banbury and leaves no time before catching return. Deddington bus requires car to access so whilst in car might as well drive extra few miles to Banbury.

221

With the rapid expansion of Bicester that town will become an attractive alternative to Banbury as a larger shopping centre. The existing bus service from Deddington is inadequate to provide a Bicester alternative. In addition, Bicester can also provide an alternative base for public transport (ie, instead of Oxford) to Milton Keynes, Cambridge, Bedford, Aylesbury etc. Late night bus at weekends would be well supported. Buses at peak times are often full, a larger capacity bus is needed.

225

Existing hourly service but to Oxford takes too long going through villages. A periodic direct main road service would be beneficial. When bus breaks down I have to wait for the next bus (another hour) because no replacement is ever sent. Could the frequency of buses on this service be increased, eg every 40 minutes, S4.

228

S4 to Banbury/Oxford via Deddington which operates only one bus every hour. For people like myself who have to attend doctors appointments at the Horton hospital this often involves a long wait afterwards for the Deddington bus to take me home. Can anything be done to improve the windswept shelter please.

229

We live in Hempton and my daughter have to rely on us to drive them to Deddington to catch the bus and vice versa. They could cycle if the weather is ok but have nowhere secure to leave bicycles in Deddington.

233

I would use the bus to go to the cinema or other event in the evening in Oxford or Banbury if there were buses running there.

234

The S4 service is excellent and I hope it stays that way.

236

Existing service good, one from Banbury late evening would be nice but let's be grateful for what we've got and stop moaning.

237

Good regular service into Banbury is essential for going to school particularly for teenagers.

247

A later bus from Banbury to Deddington at weekends would be useful.

248

There are no buses passing through Hempton (except one only on Thursdays). Deddington residents can use this and often pack the bus leaving very few seats when they have their own bus service hourly from Oxford, Banbury and vice versa. This can leave residents from Barford, Milford and Hempton stranded.

254

The bus service meets my needs for transport between Banbury, Oxford.

258

I would like to have later buses in the evenings.

259

The Deddington to Banbury hourly service is good but it starts too late to make using for work practical.

262

The bus service is excellent.

265

The S4 is a good reliable service that appears to be growing.

269

Living in Hempton – difficult to get a bus if you do not have a car to get to Deddington.

270

S4 runs north/south. We need more buses travelling east/west.

271

One of the reasons why Deddington is such a good place to live is the good bus service (S4). For those of us getting on in years it is a real boon.

276

Last bus from Banbury runs rather too early. Would appreciate a bus to Bicester allowing time to shop and return.

285

Wrong times, could do with a later bus leaving Banbury, S4.

293

Very grateful for them. Lifeline for so many.

Q9 – How could services be better publicised

2

Each household in village should have a timetable delivered to their home.

10

Leaflets to houses.

19

Perhaps route/time leaflets in every bus could help.

21

Local parish mags like Deddington News. Public events in town.

31

No information at Hempton.

33

Perhaps leaflets on or in noticeboards in local villages.

42

Poor frequency for hospital appointments and rail connections.

55

Seems adequate for S4. Other services too irregular so distribute timetables for Heyfordian or other weekly services.

58

A leaflet for each household.

68

Could there be more information in the post office?

79

In parish magazine

94

Stagecoach well publicised. Private company services not so well publicised. Could have sign at bus stop listing all destinations and routes. Could have a page in local newsletter.

96

I don't know what buses are available as I have never had to use them. If people want them then you look at the timetable. Maybe could put a page on Deddington internet site if not already there.

112

Could put local bus services in Deddington newspaper.

124

All parish and village publications.

134

Deddington News.

158

Notices of times at bus stops are too small print.

167

Bus timetable printed once a quarter in the Deddington News (Steeple Aston does it).

171

Timetable through door.

188

Part of the Deddington News.

205

S4 well publicised. 90 not.

206

Leaflets through doors.

208

S4 well publicised. 90 not.

213

We have never seen any publicity for Clifton bus.

233

Bus timetable and info could be included on parish website.

241

Timetables could be made more available.

246

Could there not be a timetable on the noticeboard in Hempton?

248

Could be listed in Deddington News.

250

Bus timetable in more public areas.

258

Leaflets could be posted through houses in village. Adverts in local paper, post office etc.

263

Probably more useful if put in the Deddington News.

269

Deddington News?

293

Copy of timetable in monthly newsletter.

Q11 – Cycle track

17

Lighting on roads between Deddington and Banbury, reduce speed limits in between villages.

25

Absolutely, Oxford road south of Banbury is very fast and unsafe for cycling, making cycling south of Deddington difficult.

76

Signs making it clearer that it could be fine to ride on a wide enough pavement.

94

Road is too busy even if there was a cycle track. More likely to use smaller quieter roads.

124

Encourage cyclists to be visible.

129

More cycle tracks.

188

Bike routes off the main roads and put in between fields such as the footpaths.

203

Please keep cyclists off the pavements.

211

I am terrified of cycling near cars but would consider it if there are a good, well surfaced, track to the village.

233

A cycle track from Banbury to Oxford would be very welcome. At present it is a very treacherous road for cyclists.

258

A designated cycle path could be provided quite cheaply.

259

The A4260 is dangerously fast and the footpath is poor quality.

289

We cycle as a family all the time but have to take our 5 and 3 year old on the road which scares them.

Q13 – Community transport

76

Quite willing on occasions. Maureen Dew, Deddington, 01869 338951.

90

The Firs, St Thomas Street, Deddington, OX15 0SY

158

Would like to know more about community transport – 01869 338154.

188

zabrinatipton@gmail.com

271

We have a Community Cares started in Deddington which people can use if in need. There are 37 volunteers. We can offer lifts to shops, doctors etc. 01869 338082.

Q15 – Education / work opportunity

6

No bus to Bicester.

19

Evening classes.

55

U3A in Banbury, venues not accessible by bus.

85

No late evening bus to Oxford.

93

Unable to work Sundays in Banbury as no buses suitable/at all.

94

Ballet lessons, Chipping Norton, evening after 9m return.

112

Resident 3 – buses not early enough. Resident 4 – buses not late enough in the evening.

129

Jobs in Oxford or Banbury are accessible by bus for resident 2 only.

182

Wrong bus times.

206

Years ago before I forced myself to drive!

270

Jobs in Abingdon and Witney, no suitable buses from Deddington.

285

The times of the bus affect the times I can work.

Q17 – General comments

2

Two things would make a big impact: buses in early morning and evening to/from Banbury, cycle path to/from Banbury.

6

Affordable bus to Bicester from Deddington would improve transport considerably – transport is so very expensive for people on benefit seeking work.

8

At present (early 70s) we both drive and have our own cars for visits to Banbury, Oxford or further afield. We walk locally to use village amenities and take the train from Bicester to London. That may change as we get older but we're happy with that for now. Meanwhile we support the presence of bus services for those who need them.

10

The lack of bus services at weekends is a hindrance.

17

I really think that cycle lanes with adequate street lighting would help. Also car share clubs and earlier buses would really help us stop over-relying on our car.

19

The S4 Oxford-Banbury is a miracle. Please don't allow anyone to curtail/stop it. My bus pass too is a Godsend. Please don't tamper with it in any way. The fares would be prohibitive. I must add that when my darling husband was dying in the Churchill, without lifts I could not have visited every day. The stress of juggling timetables added to other difficulties would have overwhelmed me.

20

I am now a sole occupier of my house, my wife having died suddenly at the end of June. My wife used to do all the driving so I am still working out my transport needs and requirements.

21

Deddington used to have indicator for bus due. It was removed owing to vandals. How about phone no. Delays not often. I would like a new bus stop outside garden centre, bottom of Deddington Hill. Would not cost anything. S4 bus hourly very helpful. Why can't there be a working clock at Banbury bus station. Also the Express coach timetable is confusing. It's on wrong post. I had problem buying tickets.

30

I dread losing my car driving ability because my family live in Bicester and closest friend in Aylesbury. Feel stranded on arriving at Banbury station as last bus to Deddington is 5.45pm.

31

We are concerned that if we cannot continue to drive a car due to getting older we would have to rely on a taxi as there is no frequent bus service through Hempton. Please include a diversion between Adderbury and Deddington via Milton, Barfords and Hempton hourly (at least).

33

Living in Hempton we have to use the car. If there was a more frequent bus service to say Banbury, Bicester or even Chipping Norton we would be pleased to use it.

39

Because of our ages it is possible we will need to use public transport in the not too distant future particularly between Deddington and Banbury. Also transport for hospital appointments in Banbury and/or Oxford.

41

In due course I will not be able to drive a car and will become dependent on bus etc.

42

No longer have access to a car.

44

Public transport and a regular efficient service is vital for those who are unable to be independently mobile, something which may come to us all one day.

49

S4 very reliable, just stops way too early.

58

Why can't we have an S4 bus re-routed twice a day to come through the Barfords and Hempton as they already do in Rousham and Middle Barton. We could then go to Oxford and Banbury. It would mean also that people could remain living in Hempton once they are unable to drive.

65

There are young children who will be at school but need a safe walking route at all times, vehicles not necessary but safe footpath and crossing points are. If any of us became unable to drive for any reason it would be imperative for there to be accessible transport links to major towns for work purposes and possible health care needs.

66

The present bus service is perfect for our needs.

71

Bus frequency might help – personally I find 1 ¼ hours in Banbury too long for my requirements.

73

My only family live and work in Norfolk.

74

More bus routes from village to the retail park in Banbury.

76

I would hate to lose our S4 service, most useful, as would be sufficient printed timetable leaflets on a bus for visitors.

82

It would be helpful if there were a late bus from Oxford. One cannot visit the theatre in the evening.

83

Difficult to get to Oxford hospitals by public transport.

93

More buses! I have paid over £200 for a megarider ticket and still there are no buses back from Banbury in evening so I have no social life as all my friends live there.

94

Praise for the S4, this is a terrific service and I would be absolutely stuck without it.

100

Having lived in South Newington for many years it's wonderful to have a bus service at all now we live in Deddington.

101

We are very happy with the current bus provider and would be alarmed if it were reduced. My husband has a chronic illness and a very slight change in his or my health could easily make us much more dependent on the bus service.

105

We are very keen to see more cycle lanes/tracks in Oxfordshire. We feel that these are really lacking.

110

At the moment I can still drive but will depend more on the bus in the future.

112

You shouldn't have to organise your social/work life around bus timetables – 21st century. Most places now open nearly 24 hours – timetables of buses are not compatible with this modern living. Although good for the environment.

122

No longer drive a car. Have to get lifts for most journeys my husband (disabled) takes.

129

We use the bus very often and it's a wonderful service. I have used it for work daily, socialising, meeting other mums and children, shopping. It's very important for us as a community.

134

Resident 4 is changing schools potentially in September 2013. Chipping Norton school may not be possible because as buses leave Bloxham for that destination and he has no way of getting to/from Bloxham unless his parents take him. Unsure why there is not a

school bus for Chipping Norton school from Deddington as there is one for Chenderit School.

143

At our age self-driving may become impossible. Living in Dane Hill, Duns Tew on A4260 it would be of great help to us to have, as in years gone by, a request stop at Dane Hill.

153

Would appreciate regular service through Clifton.

154

I am 84 years old, 85 in April. At this moment in time I do not know if I will be driving then.

158

Parking around the centre of Deddington needs to be organised. Long term parking particularly.

168

I don't think the bus that leaves Deddington at 7.39am to Banbury should run when we have another one at 8.09am to Banbury. Why don't they stop that service and use that for a later one, ie, 6.45pm or later. Please do not stop 8.09am from Deddington to Banbury or the 5.45pm from Banbury as I rely on them every day.

174

People with access to cars will always prefer to use them. You can go where you want, when you want, and why not? The green arguments are mainly nonsense. Cars are getting better and better – less fuel, less pollution, less noise. They will probably become all electric and the power stations which charge them will be wind/sun/tide driven. Other fuels are also under development.

If bus services are to be maintained then scrap the empty ones during the daytime and run at least one in the evening so that users may go out for the evening. Personally I think they should all be scrapped and some sort of dial-a-ride scheme introduced, re-introduced. This should be accessible by internet or phone and even pensioners should have to make contributions when using it.

184

See attached letter.

202

Although my situation only demands public transport when my car is out of action or I am drinking I also realise many can only get around with it. Renationalise public transport and put on an impeccable nationwide service to be proud of!

205

90 needs to run for disabled in West Deddington and for others that are senior citizens. Have to carry shopping from Deddington village. Also Hempton and Barford have no means other than the 90 on a Thursday.

206

I'm 67 and sciatic and have just had a cataract operation. I actually prefer the bus and drive less and less. The S4 is increasingly a blessing and were there a night service I would definitely use it.

208

90 needs to keep running for disabled, old people of West Deddington, Hempton and Barford. S4 can be very bus, move to longer gaps between buses would lead to standing room only.

211

At the moment I have access to a car but really value being able to get to Banbury and Oxford without having to worry about parking. I also very much enjoy meeting people on the bus. I do not drive at night – poor eyesight.

215

Our present circumstances are unlikely to change in the near future (as long as one of us remains fully mobile and able to walk a reasonable distance). It will be more difficult when we no longer drive but hopefully that is 10-15 years away at least.

219

If resident 1 were not available then the responses of resident 2 would be quite different, ie, use of public transport, lifts or taxis.

221

Car accessibility to be available after 2-3 years. As pensioners we make good use of our free bus passes. Essential to this are good bus services. The frequent calls for the removal of the bus concession for pensioners fail to acknowledge the value of pensioner customers in supporting the ailing High Street and combating the isolation of those pensioners without the option of public transport.

223

Without a car would be restricted to buses and community transport.

225

The route from Deddington to Banbury is too expensive.

229

Life would be very difficult living in Hempton without a car.

236

I've just got an electric scooter – a column headed scooter might have been helpful. I use it in Deddington for shop, church, health centre and pubs.

241

The S4 service between Banbury and Oxford is very useful. Long may it continue.

245

If I lost my driving licence I would then use the S4 route for every day shopping etc.

246

I don't suppose I will be driving forever and concerned about the time when I will have to rely on public transport. I very definitely do not want to have to move house.

248

The S4 travels through Tackley and travels along the main A4260. Is it possible it can pass through Duns Tew and Hempton? I am thinking green! So please supply a regular bus service through my hamlet to save car usage.

We at Hempton can't even get to the doctors, post office, hairdressers etc. in Deddington unless fit enough to walk which I am not!

255

Always use the park and ride scheme if going to Oxford. Using the car is quicker than using a bus which is why we drive ourselves at the moment. This will change as we age.

258

Living in a rural village without direct daily access to Banbury I have a 2 mile walk to the bus stop. Now no longer work. The cost of petrol has become prohibitive.

263

As both of us have cars we find it necessary to use own transport because of times of visiting at nursing home.

265

Kepp the S4 going. It keeps me from driving into Oxford, an already congested city. We all live in Barford – there is only one bus service a week, we have only 1 car.

270

My journeys mean changing buses and they do not get to my destination in time for work. Also the last bus from Oxford to Banbury leaves at 7pm so it's a rush to try and co-ordinate journeys.

271

I broke my ankle badly in July and I am not able to drive. This is I hope a temporary situation but it is good to know I can get the bus from Deddington to Banbury or Oxford until I can use my car again.

275

If I am unable to drive I will have to use public transport or dial-a-ride.

276

S4 is well used and sometimes full by Deddington. Drivers are good and cope well with prams, chairs and walkers but aisles are narrow and steps sometimes prove difficult. As an increasing number of people use this service, partly through age, health and environmental issues, there will hopefully be no reduction in services.

281

Would like to go shopping in Bicester once a week but have no transport.

285

I think the last bus from Banbury should be later, a good time would be 6.15pm.

293

A decision to move to Deddington was made because of transport links to Oxford and Banbury and that this service is provided at regular intervals during the day and evening.

302

I don't use the bus service but I have 2 daughters aged 4 and 6 and I'm sure they will want to use the bus when they are teenagers.

304

I am very happy with the present Oxford, Banbury services thankyou.

