

South Oxfordshire Local Plan 2034

Page 3: Part A - contact details

Q1. Are you responding as an:

Individual

Page 4: Individual contact details

Q2. Due to the plan-making process including an independent examination, a name and means of contact is required for your comments to be considered:

Title	Mr
Full name	Rob Ballantyne
Business / Organisation name (if relevant)	-
Job title (if relevant)	-
Address line 1	██████████
Address line 2	████████████████████
Address line 3	-
Postal town	██████████
Postcode	██████████
Telephone number	██████████
Email address	██

Page 7: Part B - your comments

Q5. For comments on the Local Plan, please provide the paragraph or policy to which your comments relates. You can view a list of policies here. If you wish to comment on one of the evidence documents or the policies maps, please state the document title as well as the paragraph or policy reference.

Document / Policy / Paragraph:	. Transport Infrastructure including Public Transport Section 7 INFRASTRUCTURE,
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Q6. Do you consider the Local Plan and supporting documents:

	Yes	No	Don't know	Not answered (OPTION HIDDEN FROM LIVE SURVEY)
are legally compliant?			X	
are sound?		X		
comply with the Duty to Co-operate?			X	

Q7. Please provide further information in relation to the previous question. e.g. why you do or do not consider the Local Plan to be legally compliant or sound.

The development of a number of substantial housing developments spread throughout the District will inevitably lead to a very significant demand for transport. Although there are some road infrastructure plans adjacent to housing development in the areas these are fragmented and localised to the area of housing development. There has been no attempt to create an integrated transport plan for the whole district, which includes plans for modal shift towards more sustainable modes. This would not be relevant if there was a county or region wide integrated transport policy in place to resolve the anticipated additional demand for movement that will be generated by the additional homes and offices. It is appreciated that road traffic flows are difficult to predict due to the uncertain nature of where residents will work, shop and use their leisure time, but there is a lack of confidence that sufficient monies will be made available to avoid the inevitable road congestion and associated pollution and air quality issues generated by nearly 30,000 additional homes in this District alone as well as increasing numbers in adjacent Districts. The lack of investment in sustainable transport over recent years has endorsed this feeling. The fact that Oxfordshire is one of the few local authorities to withdraw all support to bus services does not give confidence that the few public transport improvements mentioned in the plan will in fact occur. Added to this there is the unknown transport impact on the area of the Oxford to Cambridge Expressway, a new road bridge at Culham, Didcot Garden Town and a new A329 road bridge at Caversham. The lack of bus services in rural areas, and the lack of safe cycling routes, has also led to an increased dependency on motor transport.

Overall the dispersed pattern of settlements proposed, without an integrated approach movement beyond piecemeal road development, leads me to conclude that the plan cannot be considered to be sustainable development.

Q10. Would you like to participate at the oral part of the examination, which takes place as part of the examination process?

Yes

Q11. Would you like to comment on another policy or paragraph?

No