Science Vale
Movement and Place Plan

Local Transport and
Connectivity Plan –
Supporting strategy

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Introduction

This report sets out the findings from the public consultation undertaken for the Science Vale Movement and Place (MAP) Plan through Oxfordshire County Council's Let's Talk consultation platform from 3rd November until 1st December

The Public Consultation (including a public consultation event in Didcot) forms the sixth and final stage in development of the Science Vale Movement MAP Plan, which is a supporting strategy to the Local Transport and Connectivity Plan (LTCP). The previous stages have included engagement with the District Councils (South Oxfordshire District Council (SODC) and Vale of White Horse District Council (VoWHDC), councillors from all levels of local government, town/ parish councils as well as key stakeholders. **Figure 1** outlines the process followed which was agreed by the portfolio holder. .
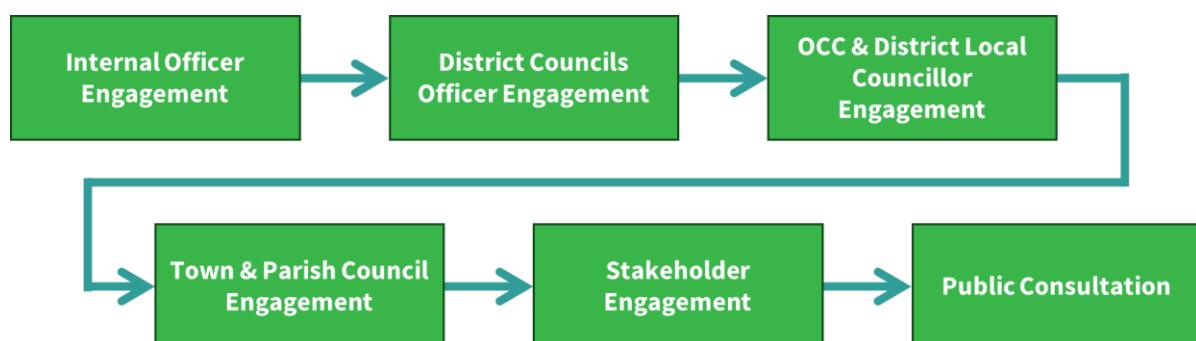
Figure 1   **Engagement and Consultation Stages**

The engagement process undertaken has ensured that all parties have had the opportunity to input and provide feedback on the Science Vale MAP Plan. In engaging with our communities and stakeholders we have used a variety of methods including through meetings, online presentations and via the Public Consultation.

This report summarises:

- Generic information regarding the consultation.
- Participation levels and response volumes.
- Key results from the consultation, including levels of support for the MAP Plan's vision, outcome and a summary of the levels of support for the MAP Plan's objectives, grouped into topic areas.
- Thematic analysis of comments, highlighting recurring themes such as active travel, public transport, rural connectivity, and delivery priorities.

- Feedback received outside the formal Let's Talk consultation, including correspondence from stakeholders and community groups.

All detailed results, including quantitative data from each individual objective, are provided in **Annex A**.

Public consultation

The Public Consultation ran for four weeks from the **3rd November** to **1st December 2025** through Oxfordshire County Council's Let's Talk platform. As part of this process, residents, businesses and stakeholders were invited to share their views on the Plan through an online survey on the feedback on the MAP plan's vision, objectives, and its defined outcomes.

As part of the Lets Talk platform we sought feedback on the following documents:

- Movement and Place Plans: An Introduction
- Science Vale MAP Plan
- Science Vale MAP Plan – Proposals Map
- Science Vale MAP Plan – Summary
- Science Vale MAP Plan – Delivery Plan
- Science Vale MAP Plan – People Postcards

The Let's Talk platform provided respondents a series of questions these are listed as follows:

1. Please indicate to what extent you agree or disagree with our vision for Science Vale?
2. Please indicate to what extent you agree or disagree with the following the objectives of this plan? (each objective was listed in turn).
3. Please indicate to what extent you agree or disagree with the key outcomes?
4. Please tell us if you think there are any other ways this plan could help or affect the community that we should think about?
5. What is the most important transport infrastructure and service improvement you would like to be considered within your area?
6. Here is a list of our schemes. Is there anything else you feel is missing?
7. How often would you like to hear about how we are progressing against the MAP Plan?

Who Took Part?

In total, **32 responses** were received via the Let's Talk platform, supplemented by 7 written submissions and email feedback. The responses reflect a broad spectrum of views from residents, businesses, and community organisations across Science Vale as in **Figure 2**.
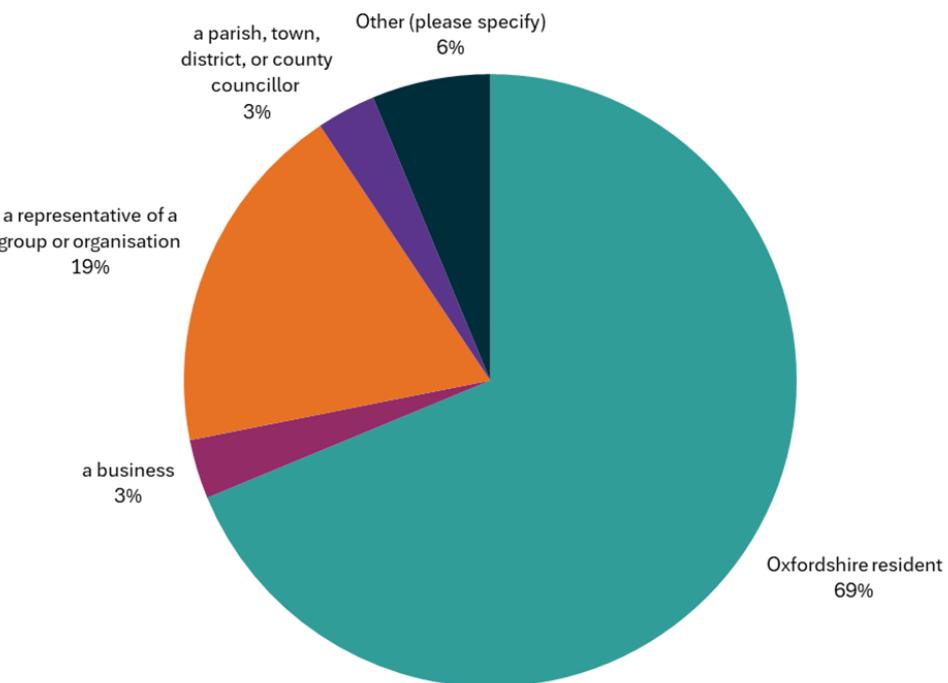

Figure 2   **Percentage of respondents from each group**

The responses to the consultation also reflect a mix of genders and broad spectrum of ages and health outcomes. The demographics of those who responded to the public consultation via the Lets Talk platform are outlined in **Table 1** below:

Table 1   **Survey Respondents: Demographic Summary**

Category	Results							
Gender	**Male**			**Female**			**Prefer Not to Say**	
	48%			32%			19%	
Age	**16 – 24**	**25 – 34**	**35 – 44**	**45 – 54**	**55 – 64**	**65 – 74**	**75 – 84**	**Prefer not to say**
	3%	6%	6%	23%	19%	19%	6%	16%
Long-term illness, health problem or disability	**Yes - a lot**		**Yes – a little**		**No**		**Prefer not to say**	
	7%		17%		57%		20%	
Ethnicity	**White (British, Irish, or any other white background)**				**Prefer not to say**			
	74%				26%			

The respondents to the public consultation have a broad mix of connections to Oxfordshire including residents, workers, visitors as well as those that commute through the area as shown in **Figure 3** below.
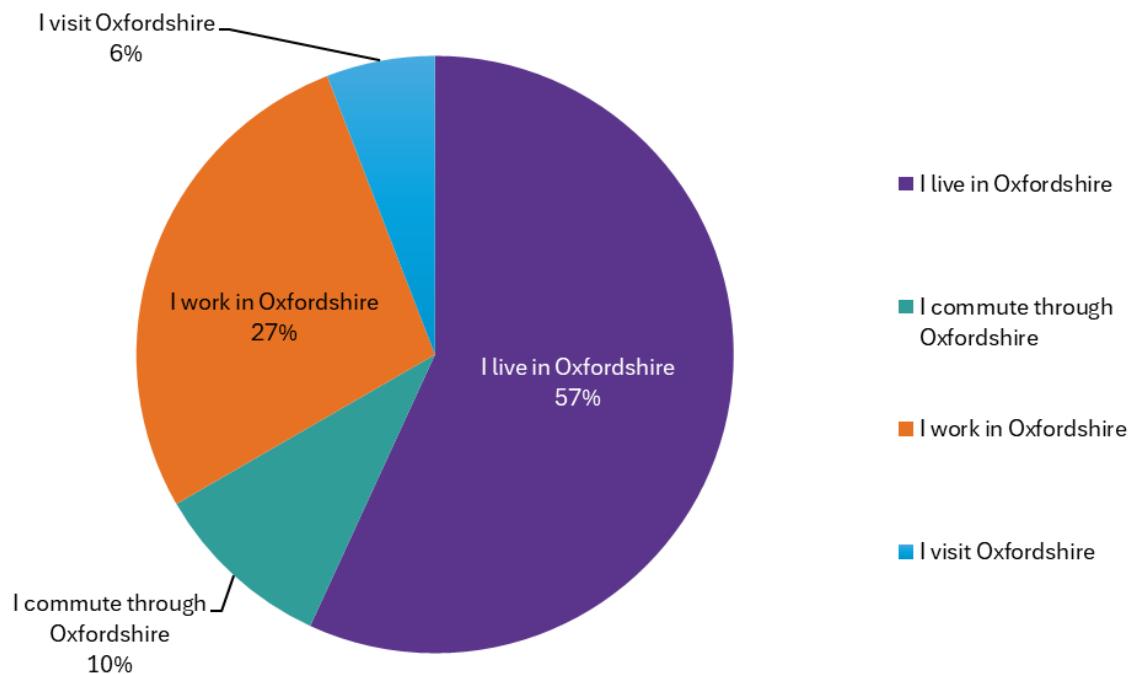

Figure 3   What is your connection to Oxfordshire?

Encouraging participation

Pre-consultation

In advance of the public consultation, we held a number of pre-consultation events with councillors at both a county and district level as well as the parish and town councils within the MAP Plan area. These events were undertaken online via Microsoft Teams, with attendees given a briefing and a Q&A session. The events were undertaken on the following dates:

- County and District Councillors – 12th September 2025
- Parish and Town Councils – 22nd September 2025

These events were followed up by emails, which informed members of the upcoming public consultation, and provided links to the pre-consultation version of the MAP Plan document as well as other supporting documents. Key stakeholders were also emailed at the start of October as part of this process.

Active Travel Roundtable

On the 3rd November 2025 the Transport Policy & Strategy Team attended the November meeting of the Active Travel Roundtable between the hours of 1730 and 1900 to provide a briefing on the MAP Plan. The presentation covered the consultation process to raise awareness of the plans, how to take part in the consultation and the requesting of feedback.

Consultation Public Event

To promote the consultation, Oxfordshire County Council officers undertook a public consultation event in person at the Cornerstone Centre on Station Road in Didcot. The event took place on the **26th November 2025** between 1000 and 1500 and gave local residents, works, businesses and councillors a chance to learn more about the MAP Plan, ask questions and share their views.

A number of people attended the consultation event. Attendees were provided with a link to the Lets Talk platform where they could provide comment. However, a number of people also provided comments in person, these are listed as follows:

- Buses in and around Didcot are good.
- Community centres are key part of place and a key focal point for the community.
- Access to the Community Hospital in Didcot needs to be improved for those using public transport.
- Marsh Bridge Roundabout could be relocated, using SODC land, to provide improved access for those walking, wheeling and cycling.
- Traffic flows in and around the centre of Didcot should be reduced.
- More Demand Responsive Transport (DRT) services are needed in the villages.

Survey analysis

The responses received in the public consultation were analysed to understand public sentiment towards the Science Vale MAP Plan. Analysis has been undertaken for every question, for the closed questions the results are showing in a chart including percentages. Meanwhile for the open questions we have used a thematic analysis, which is a research method used to identify and interpret patterns or themes in a data set, by using key words to organise response into categories based on their shared characteristics. Please note due to rounding, some percentages may not add up to 100% for each question. All data was processed and reported in accordance with GDPR, ensuring respondent anonymity and data protection throughout.

Q1: To what extent you agree or disagree with our vision for Science Vale

As shown in **Figure 4**, there is a good level of support for the vison of the Science Vale MAP Plan with 72% of respondents either strongly agreeing or agreeing. Only 4% strongly disagreed and a further 16% disagreed.
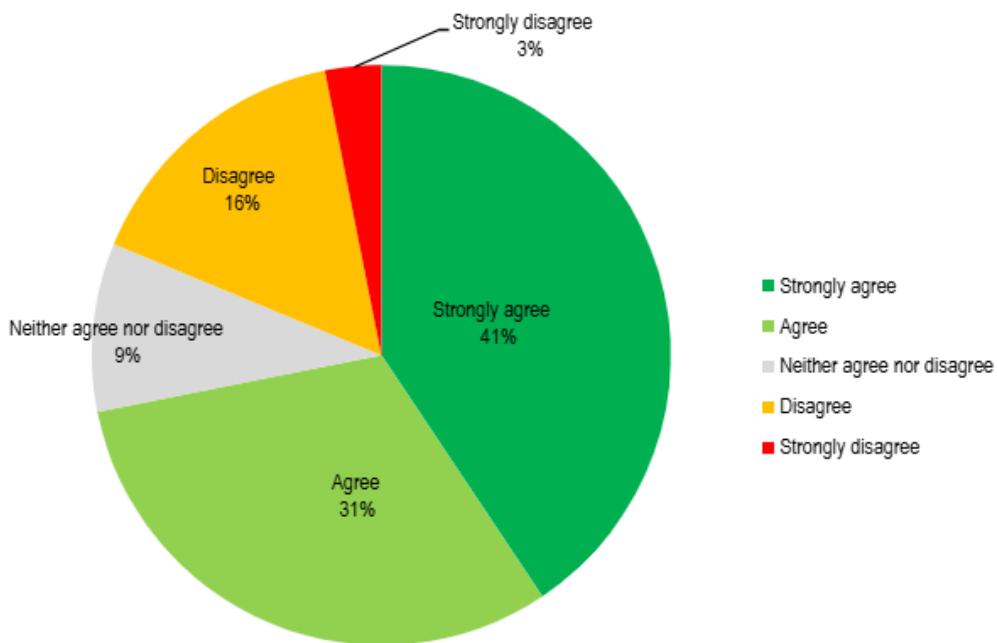

Figure 4   To what extent you agree or disagree with our vision for Science Vale

To help understand why respondents selected the answer they did, a second part of the question asked an open question about the reason they gave the answer they did. The responses received to this question are listed by theme in **Table 2** below.

Table 2   Vision: Please tell us more about why you gave that answer

Theme	Quotes
Reducing car use and improving connectivity	*"Reducing car use is essential for the area if it is to continue to thrive and grow."*
	"Improving transport to move reliance away from private car use will support this."
	"As a member of both the Wantage and Grove Active Travel group and Railfuture I support, and use, both active travel (cycling and walking) routes and public transport. I am also very concerned about climate change. The amount of building that has been taking place in this area has clearly led to an increase in traffic congestion - and more building is planned. Having usable alternatives to the car gives other options for people to travel which can lead to healthier lifestyles while minimising effect on the environment. An integrated transport system makes such options more viable."

Theme	Quotes
Reducing car use and improving connectivity	*"Hopefully improvements will also address the issues of noisy cars & bikes racing round Didcot at all times of day & night."*
Active Travel & Sustainable modes	*"Living in the boundaries of the area I strongly believe a lack of infrastructure is an issue, the national cycle route goes via Sutton Courtenay high street, it is not maintained, poorly lit, not clearly marked and in places not fit at all."*
	"We need to shift more people to public transport via bus & train, and we really need Wantage & Gove Station to reopen now."
Active Travel & Sustainable modes	*"We need better bus services as the number of cars on the roads around Oxford and the surrounding areas has got out of hand; however, with better bus services we can help to eliminate this issue. There needs to be efforts to get people to car share as well as plenty of people live near to one another. Perhaps some form of discount on tickets for those who work on the science park to encourage them to take public transport. Making some of the bus tickets more affordable could also encourage more people to take the bus. You need to link in with the schools as this traffic is typically worse than work traffic. If something is not done about school traffic, we will never solve Oxford's traffic issues."*
Community Impact and Quality of Life	*"More community-oriented things like connecting people, activities, learning opportunities, skills development. This could be a wonderful way to connect people to science and organisations."*
Environmental Concerns and Biodiversity	*"Protecting nature and the environment is a strong priority for residents as they told us in consultations for our Local Plan and our Council Plan."*
	"It is important to maintain the natural environment as that is key to our overall wellbeing and a reason many choose to live in the area. Improving transport to move reliance away from private car use will support this."
Capturing unique character of the area	*"The vision needs to say more about enhancing its attraction to world class research companies not merely 'continuing'"*

Q2. To what extent you agree or disagree with the following the objectives of this plan.

In this section each of the objectives will be grouped into topic areas to provide an overview of the level of support for each of the topic areas. However, the level of support for each on individual objectives is provided in **Annex 1**.

Place Shaping (Objectives SV1 & SV2)

Overall, for the two place shaping objectives 83% of respondents either strongly agreed or agreed, as shown in **Figure 5**.

When taking each of the objectives in turn, SV1 and SV2 show similar levels of support with both having 83% of respondents either strongly agreeing or agreeing and nobody strongly disagreeing, as shown in **Annex 1**.
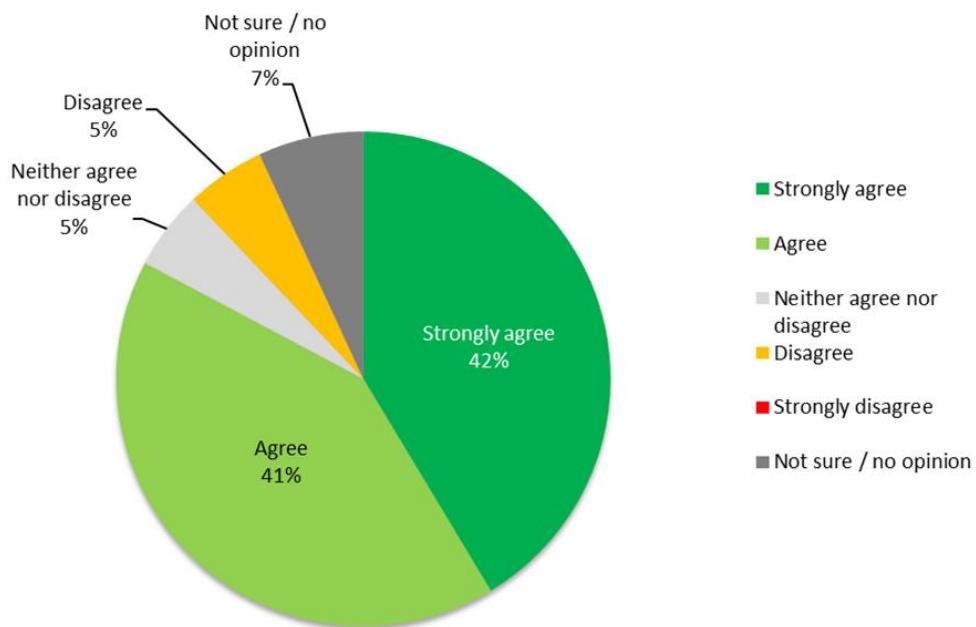

Figure 5   To what extent you agree or disagree with Objectives SV1 and SV2

Walking, wheeling, cycling (Objectives SV3 to SV8)

For the six objectives related to walking wheeling and cycling 74% of the respondents either strongly agreed or agreed, as shown in **Figure 6**.
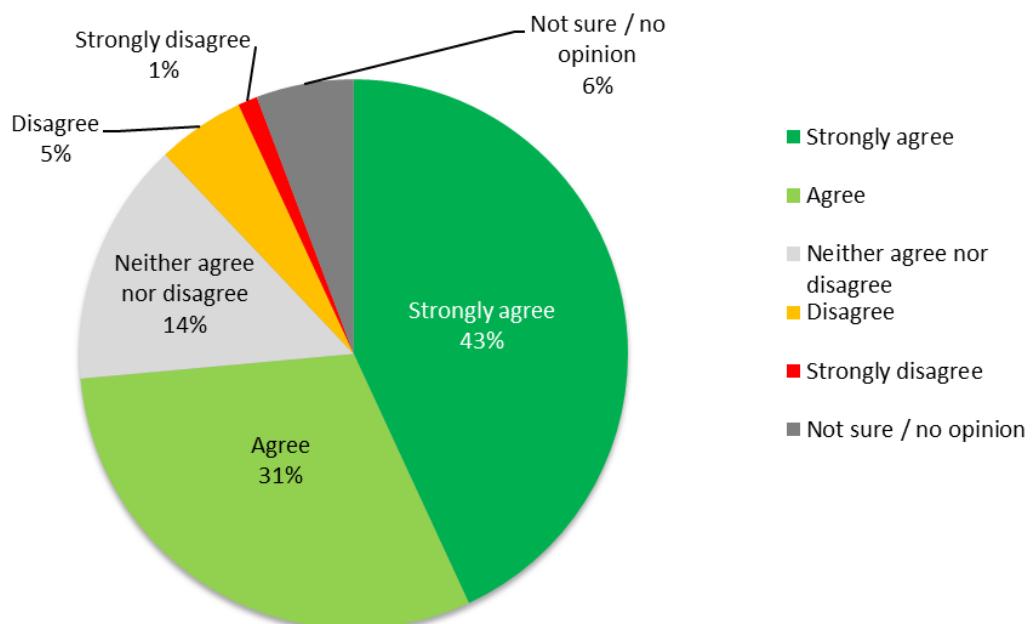

Figure 6   To what extent you agree or disagree with Objectives SV3 to SV8

When looking in more detail and taking each of the six objectives (see Annex 1) in turn SV3 to SV6 broadly show a similar level of support with these four objectives having between 75% and 86% of respondents either strongly agreeing or agreeing. For SV8 the result still showed strong support, with 65% of respondents either strongly agreed or agreed, although 21% of respondents selected that they neither agree nor disagree. For SV3 to SV6 and SV8 no respondents strongly disagreed.

For objective SV7 there was more limited support, with only 48% of respondents either strongly agreeing or agreeing. However, while support was more limited, only 14% either disagreed or strongly disagreed. The most prevalent response (31%) among the respondents was that they neither agree nor disagree.

Public transport (Objectives SV9 to SV13)

In total five objectives focused on public transport, across these five objectives there was strong support for the proposed objectives with 83% of the respondents either strongly agreeing or agreeing, as shown in **Figure 7**.
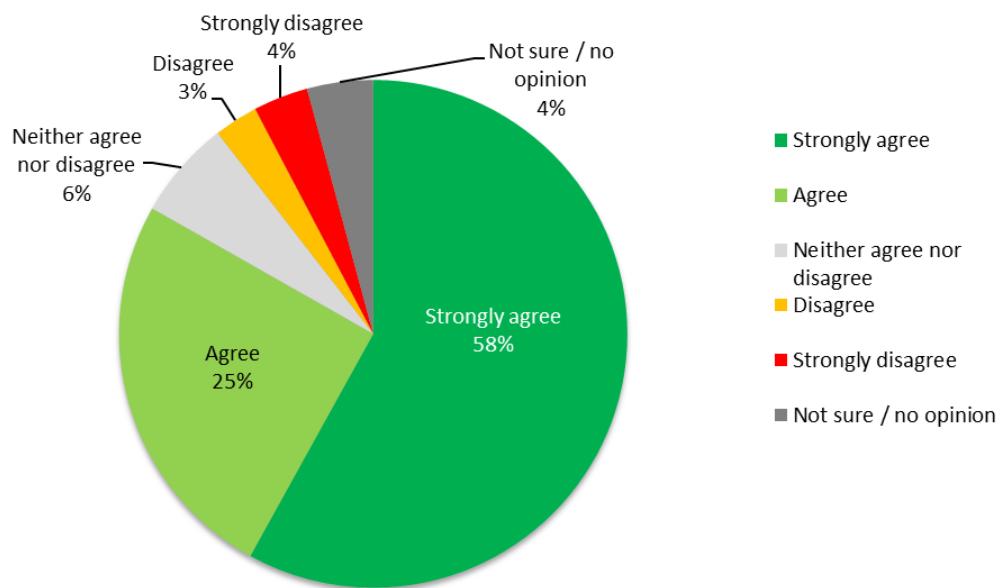

Figure 7   To what extent you agree or disagree with Objectives SV9 to SV13

Overall, across objectives SV9 to SV13 there is a broad patten of support (please see Annex 1). SV9 has the lowest number of respondents who either strongly agreed or agreed, with 69% of respondents selecting this answer. Only 14% of those who responded to Objective SV9 either disagreed or strongly disagreed. Across the remaining four objectives (SV10 to SV13) there is strong support, with between 79% and 91% of respondents strongly agreeing or agreeing.

Car share and club (Objective 14)

In total 63% of respondents supported the car club and car share objective, with of the respondents either strongly agreeing or agreeing. Only 6% of respondents either disagreed or strongly disagreed. With the remaining 31% of respondents responding either 'neither agree nor disagree' or 'not sure', indicating a degree of neutrality towards this objective, as outlined in **Figure 8**.
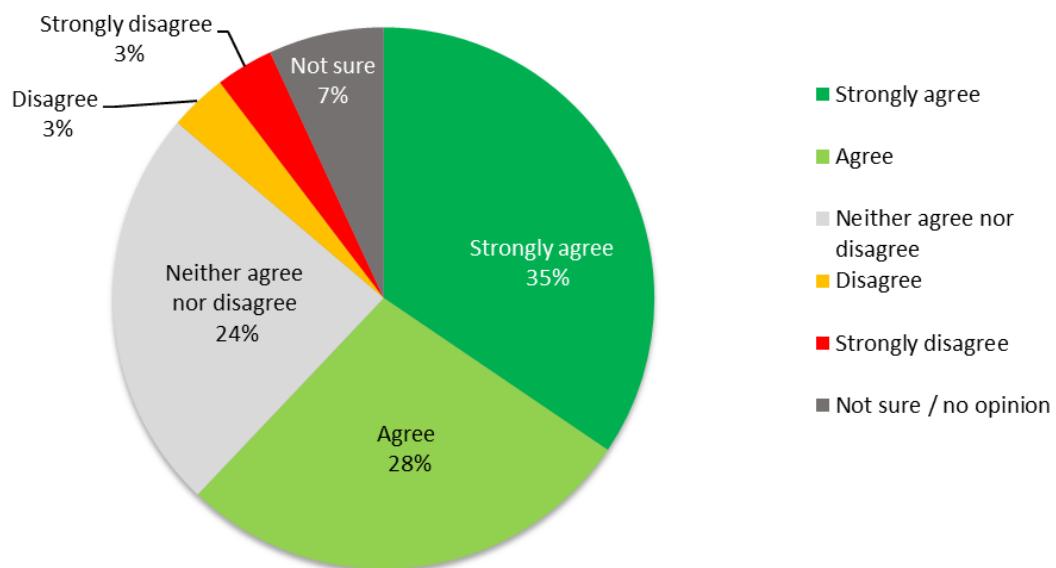

Figure 8   To what extent you agree or disagree with Objective SV14

Demand management (Objective SV15)

For the demand management objective, a small majority of respondents supported the proposed demand management objective with 52% of the respondents either strongly agreeing or agreeing.

However, this objective also has the highest number of respondents that disagreed or strongly disagreed of any objective in the Science Vale MAP Plan, with 27% of respondents selecting these responses. A further 21% of respondents neither agreed nor disagreed or were not sure. The responses to this objective are summarised in **Figure 9**.
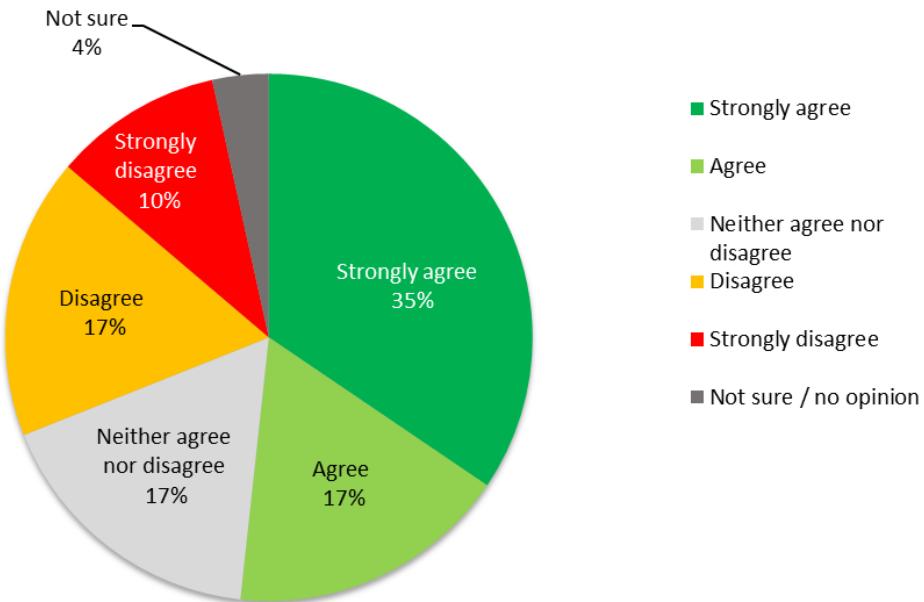
Figure 9   **To what extent you agree or disagree with Objective SV15**

Infrastructure development (Objectives SV16 to SV19)

Across the four infrastructure development objectives there was a good level of support with 65% of respondents either strongly agreeing or agreeing. None of the respondents strongly disagreed, with only 5% disagreeing, as outlined in **Figure 10**.
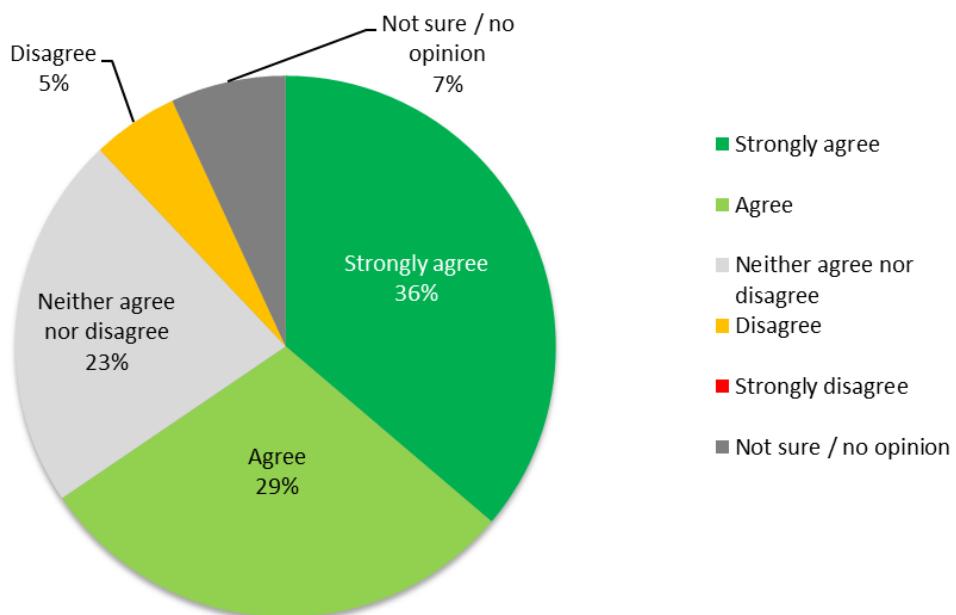

Figure 10   **To what extent you agree or disagree with Objectives SV16 to SV19**

When comparing the four objectives individually (See **Annex 1**) they showed a very similar pattern of support, with all four recording between 65% and 66% of respondents who either

strongly agreed or agreed. For those who disagree this varies between 4% and 7%, and no responses strongly disagreed.

Freight, delivery and servicing (Objective SV20)

In total 82% of respondents either strongly agreed or agreed with the freight, delivery and servicing objective indicating a strong level of support. Of the remaining respondents, none strongly disagreed, with only 4% disagreeing, as outlined in **Figure 11**.
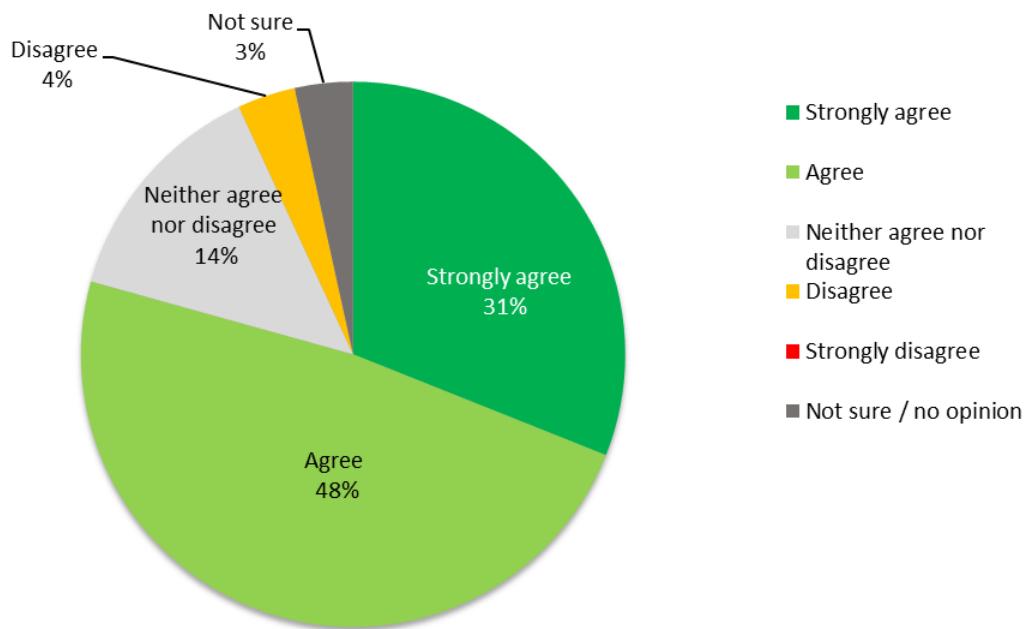

Figure 11   To what extent you agree or disagree with Objective SV20

Climate resilience (Objective SV21)

In relation to the single climate resilience objective a majority were in favour, with 62% of respondents either strongly agreeing or agreeing. Of the remaining respondents only 14% either strongly disagreed or disagreed. Just less than a quarter of the respondents neither agreed nor disagreed or were not sure. The responses to this objective are summarised in **Figure 12.**
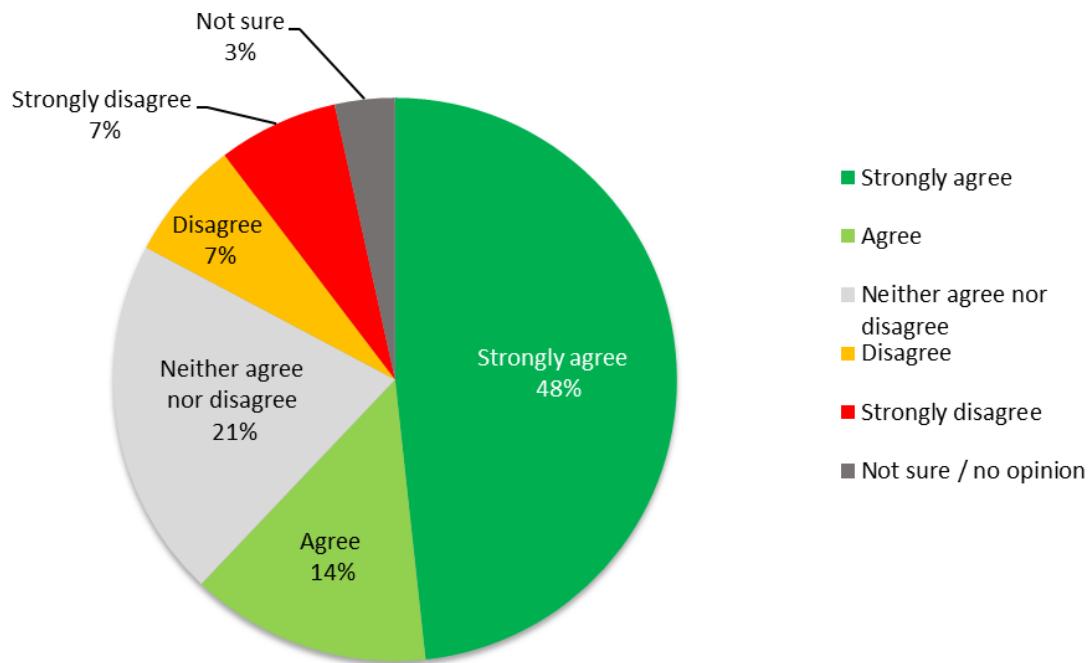
Figure 12 **To what extent you agree or disagree with Objective SV21**

Innovation and new technologies (Objective SV22)

There was strong support for the 'innovation and new technologies' objective with a total 83% of respondents either strongly agreeing or agreeing. Of the remaining respondents none strongly disagreed, with only 3% disagreeing, as outlined in **Figure 13**.
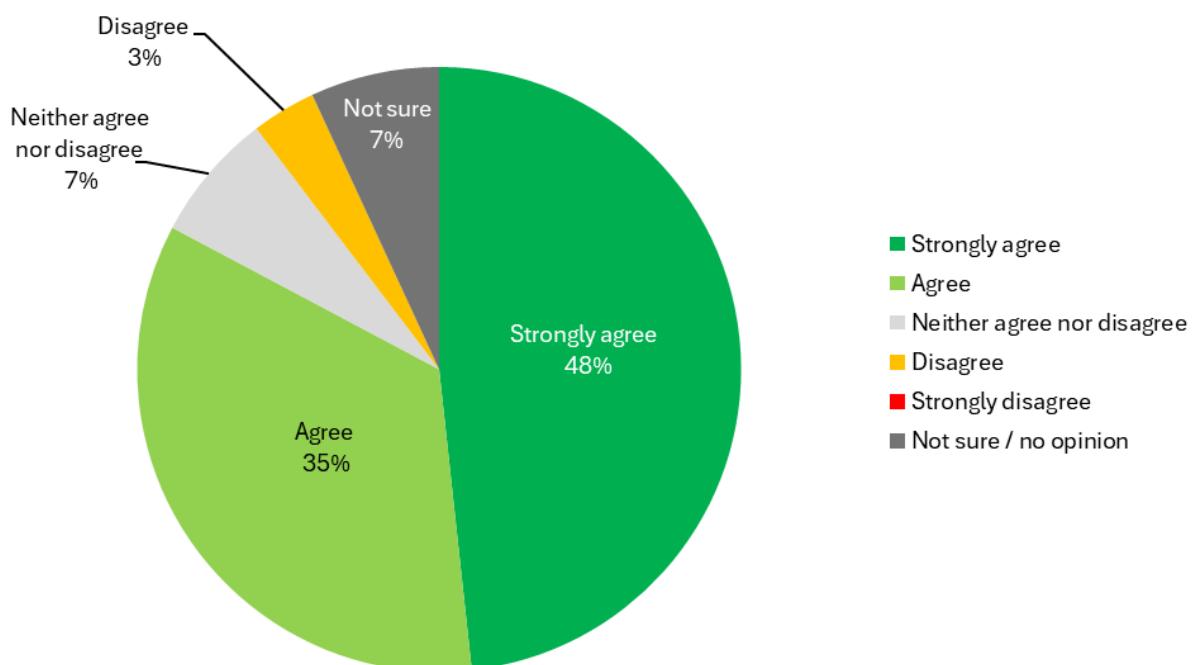

Figure 13 **To what extent you agree or disagree with Objective SV22**

Q3. To what extent you agree or disagree with the MAP Plan outcomes?

As shown in **Figure 14**, there is a mixed level support for the outcomes of the Science Vale MAP Plan. In total 42% of respondents either strongly agreed or agreed, while 39% either strongly disagreed or disagreed.
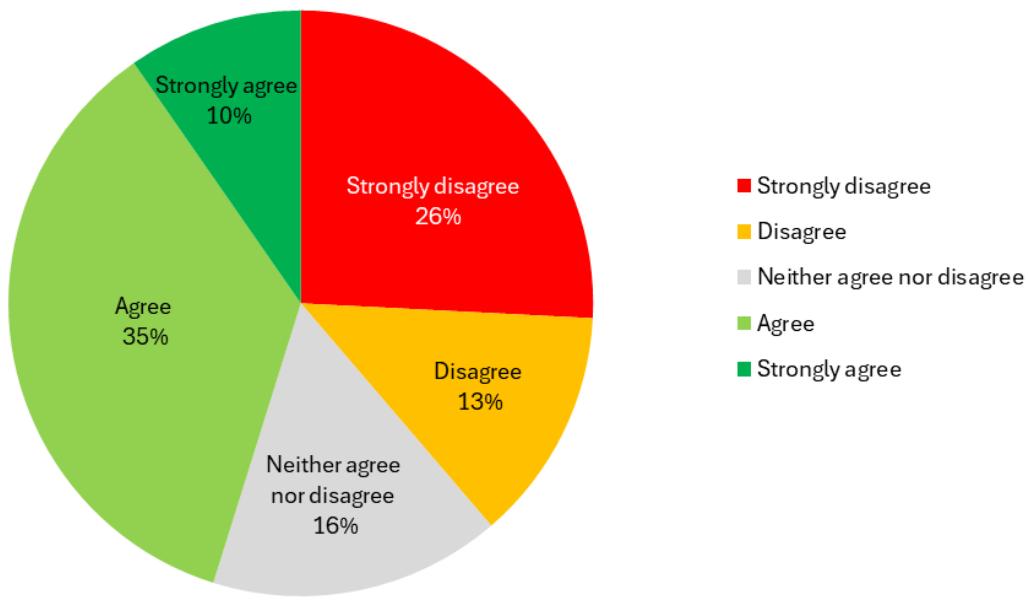

Figure 14   To what extent you agree or disagree with our defined outcomes

To help understand why respondents selected the answer they did, a second part of the question asked an open question about the reason they gave the answer they did. The responses received to this question are listed by theme in **Table 4** below.

Table 3   Outcomes: Please tell us more about why you gave that answer

Theme	Quotes
Active Travel and Public Transport	*"We should place more emphasis on prioritising walking, wheeling and cycling, followed by bus and rail and lastly car".*
	"Reducing reliance on private vehicles" is a retrograde step in rural areas. The car is an enormous force for good, being convenient personal transportation. Autonomous taxis are coming - and soon - and this will make affordable personal transportation universally available, independent of age or infirmity. This will reduce the requirement for public transport, particularly in non-urban areas"
	"I strongly support the implementation of the improvements in the LCWIPs and SATN. Making routes that are safe to walk/wheel/cycle is a vision that I share. A someone who is prepared to cycle I understand why many people don't. There are patches of good (or reasonably good) infrastructure - but

Theme	Quotes
	these are rarely sufficiently long or joined up for many of the journeys people wish to undertake."
	"Needs provision for horse riders. Need to make public transport more accessible for those in more rural locations e.g. with carparking. Need to understand that not everyone can cycle. Need to consider the impact of housing and infrastructure schemes on transport"
Funding & cost concerns	*"Even with the increase in the population of the Science Vale it is likely that running services are in the evening and night are going to be uneconomical. Leading to private transport still being an important ingredient of the transport mix".*
Net-Zero and Climate Goals	*"Works towards" not good enough, we need to actively deliver net zero.*
	"We need to move to a zero-carbon future, and the only way we can achieve this is by improving public transport infrastructure in Oxfordshire, especially the science vale".
	"People are seeing no upsides in the current development feeding frenzy. This proposal stands a chance of actually improving our quality of life. Right now, in grove and Wantage the opposite is happening".
Inclusivity and Behaviour Change	*"Oxfordshire council should be preparing for this sea change in transportation habits in all future transportation plans."*
	"The outcomes make the lives of all much better"
Community enhancement	*"People are seeing no upsides in the current development feeding frenzy. This proposal stands a chance of actually improving our quality of life. Right now, in grove and Wantage the opposite is happening."*
Freight	*"Issue of freight movements. We see a lot of heavy lorries on our roads locally. These pass-through towns and villages. I am concerned about both the additional danger these pose, their effect on those living in the communities they pass through and the disproportionate damage they do to the road infrastructure."*

Q4. What is the most important transport infrastructure and service improvement you would like to be considered within your area?

As shown in **Figure 15**, based on the results of the survey public and shared transport is considered to be the most important infrastructure and service improvement that needs to be considered in Science Vale, with 42% selecting this option. This is followed by cycling, single occupancy car trips then walking, wheeling and cycling.
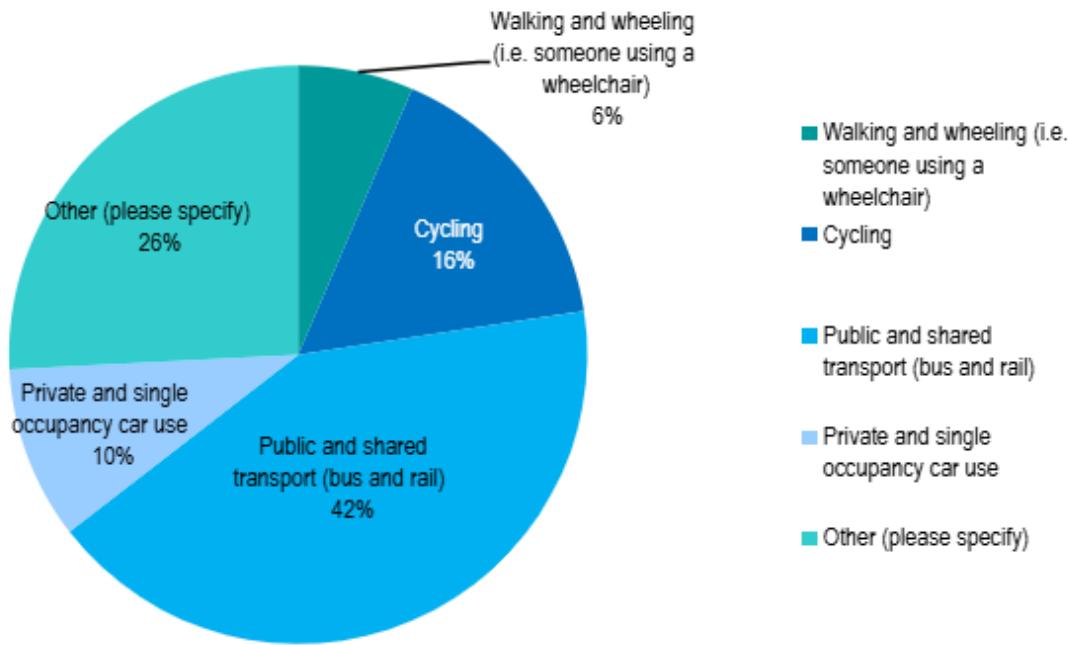
Figure 15   What is the most important transport infrastructure and service improvement you would like to be considered within your area?

Respondents were also asked for the reason they gave the answer they did, some of the responses received to this question are listed by theme in **Table 4** below.

Table 4   Most Important Transport Modes: Please tell us more about why you gave that answer

Theme	Quotes
Accessibility and Inclusivity	*"Separating various modes of active travel like this is reductive and confuses matters by giving an "either/or" feel. We can make infrastructure that works for everyone, and it NEEDS to be integrated to be good quality. We in the UK are awful at providing integrated transport for anything other than cars, and even that is bad due to our overly-dense road network. Please focus on active travel collectively, making it accessible. Some disabled people use bicycles or drive in vehicles, which then need additional parking room, some cyclists drive, kids and adults travel at different speeds, we could help encourage kids and parents to cycle instead of focusing on what already exists.*"
	"Rail services will help us move faster to businesses in the science vale, especially a service between Wantage & Grove Parkway to Culham Science Park, then onto Radley & Oxford City. Science vale bus services can act as last mile connector services to science & business parks"
Behaviour and Safety on shared routes	*"Whilst all of the above need addressing there needs to be better signage & less "Road rage". The number of times runners, cyclists & walkers just go straight from paths & roads without due care and attention or considering*

Theme	Quotes
	others, especially cars already on a road. Ladygrove is notorious for runners just running across a road without looking."
Infrastructure supported by Behaviour change	*"The investment in the infrastructure needs to come first, accompanied by some behaviour change initiatives which, in my opinion, are lacking in this plan"*
Active Travel and related infrastructure	*"Walking and wheeling most important because surfaces, routes, sense of safety etc needs improvement"*
	"A safe cycling route from Wallingford to Didcot is much needed. There is currently no safe way for children (or adults) to cycle to Didcot from Wallingford, North Moreton, South Moreton and Wallingford"
	"I recently noticed there is a bus to Henley, with hindsight I think I knew, but wondered if a scrolling display in the Station would make more people aware of more public travel opportunities."
	"We are already fairly well served with bus transport, the next biggest potential for shifting people out of their cars is cycle infrastructure. Years of data collection from the 9,000 people working at Milton Park suggest that a large proportion would consider cycling if the infrastructure was safe and convenient. Lack of a connected, safe (segregated) cycle network is the most-cited barrier. Largest motivations for cycling include 'health benefits' and 'cost savings' followed by 'reducing emissions'."
Integration of nature and biodiversity	*"There is the potential for education on biodiversity aspects as a result of access to nature that could help to deliver the LNRS and OCC BAF."*
Funding & Collaboration	*"Resources and funding need to be allocated for these things to happen. It needs to be alongside existing work, and research will be vital to see who is already organising what, and how we can all work together to maximise efficiency of resource use."*
	"Two or three small shuttle buses constantly circling between Grove and Wantage. Pay attention to the fact of helicopter bus services and increased to the roots on journey times you need to reverse that. Public transport is far too expensive if you want people to start using it if it needs to be subsidised. You can ask the developers to subsidise the public transport."
Connectivity and Accessibility	*"I would like to see Wantage & Grove Station reopened ASAP, with this I would like to see faster & better connectivity bus services with science vale businesses"*
	"I believe the reopening of the train station in Grove could have a significant impact on reducing car journeys both inside and outside of the county by linking the area to other stations/towns".
	"we will solve so many issues by getting people on to better bus services and car sharing - the roads just are not made for all the traffic, and we don't have the capacity to keep doing road works in Oxfordshire"

Theme	Quotes
Connectivity and Accessibility	*"To reduce road congestion and car dependency, bus and rail service improvements are necessary to do the heavy lifting for this objective. Walking, cycling etc can certainly help in a more local context but for longer distances and especially for travel to and from destinations beyond the Vale area and its immediate environs, better public transport is the only realistic option."*
	"There is one bus route that i can use to work and when it fails i am stuck. It also takes twice as long as the car, is freezing in winter and the windows are so dirty you can't see out of them meaning in the dark you can miss your stop"
	"Travel by car is a huge benefit to society. Unless, you are prepared to live a very sheltered, limited and local lifestyle, Cars enable people to quickly and affordably travel to see places, to do activities and to work in a far greater area beyond their home. Working against this is a step backward for society."

Is there anything else you feel is missing?

The responses to this question are summarised in **Table 5** below:

Table 5   Is there anything else you feel is missing?

Theme	Quotes
Reducing Barriers and Building Confidence in Cycling	*Perhaps an initial library of equipment (including bikes themselves) people can access for 1 or 2 months to see if it will work for them rather than having to spend money on something they may not need and then low or no cost loans to buy the equipment needed to travel. Partner with local cycling shops to offer opportunities."*
	"To encourage cycling people, need to feel confidence. Education and support around equipment, cycling skills and clothing for inclement weather might encourage more people to try."
Enhanced infrastructure for walking, wheeling and cycling	*"Traffic increased in Grove and air quality poor, pedestrians forced to crossroads are dangerous number of times pavement incomplete or not present."*
	"We need more bridges across the Thames supporting routes between towns. Vehicles are currently forced to cross at narrow (often single lane) old bridges, many of which are in town centres."
	"A place for Powered two wheelers"
	"Cycle route Wantage/ Grove to Abingdon and Wantage/ Grove to Milton Park"
Need for Road Infrastructure	*There is a need for a trunk road from the A34 south of Oxford and the M40. This would take a lot of loads off the Oxford ring road / eastern bypass, which is now being hammered by the traffic displaced by the LTNs and traffic filters. It would also support the significant new housing areas being built."*

Theme	Quotes
General	*'Regarding the area around Wantage & Grove:* *- I support the SATN but longer journeys by bicycle will not be undertaken by all. A focus on the paths within the LCWIP, and particularly improving routes to schools, is likely to have the greatest benefit quickly.* *- The improvement of the path between Wantage and Letcombe Regis, as well as the creating of a cyclable/wheelable path from Grove northwards to Hanney, would also include those villages which are within a more reasonable cycle distance.* *- There is currently no easy cycle route to Milton Park or Abingdon (and Culham) from Wantage/Grove. The existing route(s) are long and difficult cycling.* *Land has been safeguarded for a Wantage Western Link Road. Although I am not generally in favour of more road schemes, I would like to see this built. Currently traffic from the new Eastern Link Road has to pass through an urban area including past the entrances to two schools in Wantage to continue westwards. The benefits of removing this traffic and enabling more active travel options with Wantage should be considered. (Maybe this is a key component of the Wantage Western Movement Corridor referred to in the report.)* *I fully support getting heavy vehicles out of towns. I would like to see such vehicles also restricted, or removed, from smaller towns and villages too. This, and the above, are not only measures towards "vision zero" (which is a goal I wholeheartedly support) but provide improvements for those living in these areas.* *There are references to wayfinding and place improvements with artworks etc. I feel simple signage (just indicating a route) is being overlooked. This type of essential signage is often missing in Wantage & Grove for example.*

Email responses

In addition to the 32 responses received via the Lets Talk platform, a total of 7 responses to the public consultation were submitted via the MAP Plan email address. The seven responses were received from the following stakeholders/organisations:

1. South Oxfordshire District Council
2. Vale of White Horse District Council
3. Harwell Parish Council
4. Grove Parish Council – Transport Representative

5. Oxford Bus Group (part of Go-Ahead Group comprising Oxford Bus Company, Thames Travel, Pulhams and Carousel Buses)
6. Coalition for Healthy Streets and Active Travel (CoSHAT)
7. Oxfordshire County Council's Climate Action Team

Most email feedback supported the Science Vale Movement and Place Plan's vision and goals. Some people shared concerns or suggested changes to certain objectives. All comments, including disagreements and recommendations, have been noted for review. All the responses received via email are listed and detailed, as part of **Annex B**.

The key summaries of the responses is outlined in the remainder of this section.

South Oxfordshire District Council

The response stated:

"South Oxfordshire District Council supports the Science Vale MAP Plan. We particularly welcome the acknowledgement of the diverse area for which the Plan covers, with large areas of rural land, coupled with some of the highest density settlements in the district. Accordingly, the MAP Plan emphasises the need to ensure that strategies are suitable for the locations where they are to be implemented, i.e. where there is a realistic prospect of altering travel habits.

We also strongly support the objectives to improve and expand the range, frequency and quality of public transport services and infrastructure in the area, as well as infrastructure for active travel. There is a strong emphasis on creating places for people, protecting the environment, and promoting active and sustainable travel, which is also welcomed."

Vale of White Horse District Council

The response stated:

"Vale of White Horse District Council supports the Science Vale MAP Plan. We particularly welcome the acknowledgement of the diverse area for which the Plan covers, with large areas of rural land, coupled with some of the highest density settlements in the district. Accordingly, the MAP Plan emphasises the need to ensure that   strategies are suitable for the locations where they are to be implemented, i.e. where there is a realistic prospect of altering travel habits.

We also strongly support the objectives to improve and expand the range, frequency and quality of public transport services and infrastructure in the area, as well as infrastructure for active travel. There is a strong emphasis on creating places for people, protecting the environment, and promoting active and sustainable travel, which is also welcomed."

Harwell Parish Council

The response stated:

"Harwell Parish Council supports the ambition and direction of the Movement & Place Plan, subject to clarifications on delivery, prioritisation, accountability, and funding. The vision is strong, but the plan must demonstrate how the proposed outcomes will be delivered in practice."

Oxford Bus Group

The response stated:

"The published draft sets out a locality specific portrait of transport challenges and policy objectives, and then outlines a series of committed, potential and possible areas of interventions to address these. This creates a single up-to-date synopsis of anticipated transport projects and studies."

The response form the Oxford Bus Group also reviewed all of the Objectives individually. In total 14 of the objectives (1, 3, 5, 6, 8, 9, 11, 14-22) are either supported or strongly supported, two are not supported (7, 10 (only Action 10.5 is not supported)) while for four of the objectives (2, 5, 12, 13) the Oxford Bus Group have no view/ opinion.

CoHSAT

The response stated:

"Overall, we support the direction – there is much that is good within the plans. We support the direction and are mostly concerned that the plans are not ambitious enough or specific enough at this point to achieve the targets. In addition, HIF1 will be a major impediment to achieving the targets by encouraging an increase in car use and a consequent continuation of low rates of cycling – contrary to the LTCP – extra actions will be required to offset this."

OCC Climate Action Team

The response stated:

> *"Agree generally with the plan's holistic, people-first approach and its integration with LTCP and national strategies"*

Annex A

SV1: Enhance public realm in settlement centres (page 23)
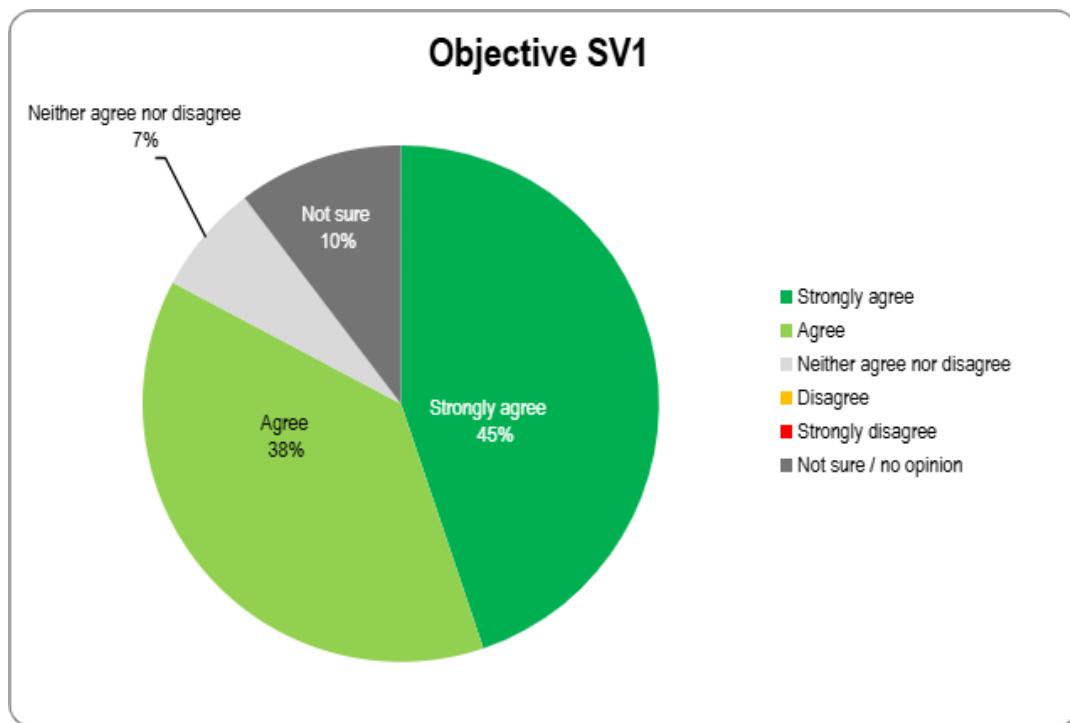

SV2: Create a sense of togetherness, place, inclusiveness, and community in new and existing places (page 25)
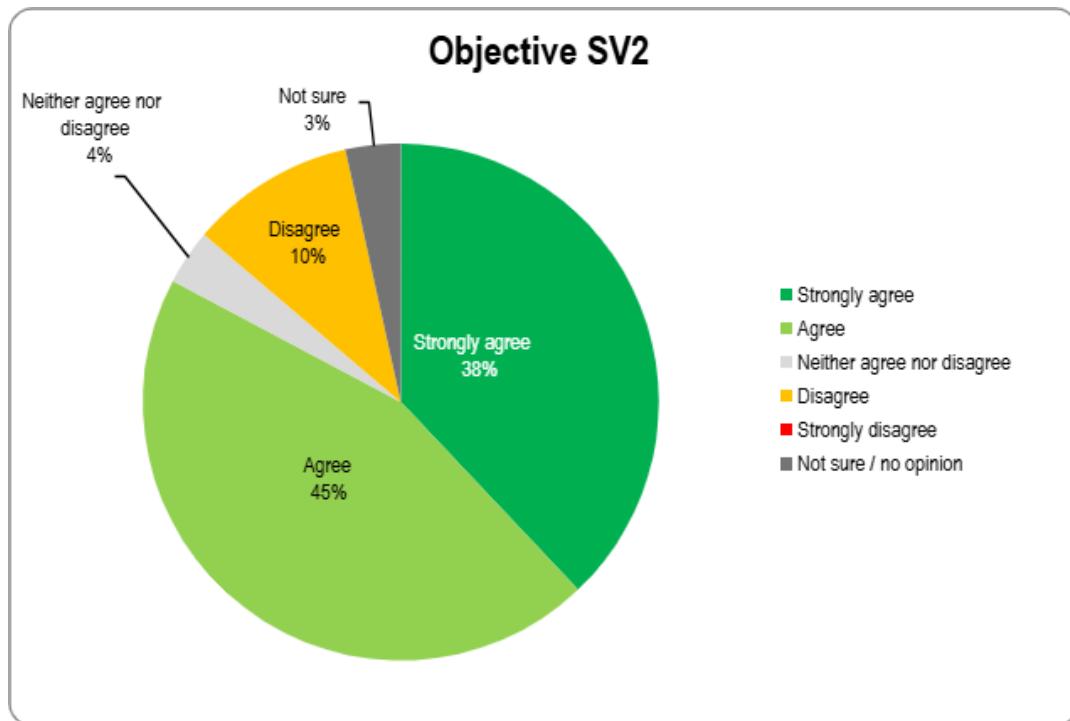
## SV3: Deliver a comprehensive, comfortable, direct, safe, coherent and inclusive walking, wheeling and cycling network (page 28)

Objective SV3

Strongly agree 55%

Agree 31%

Neither agree nor disagree 7%

Disagree 4%

Not sure 3%

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Not sure / no opinion
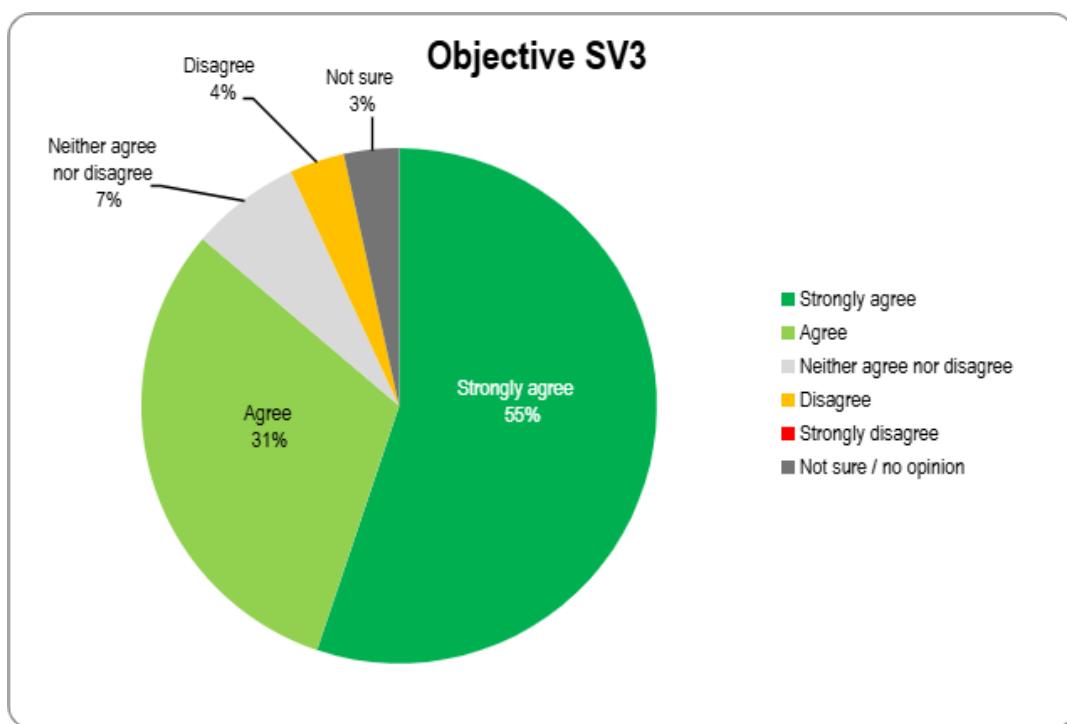
SV4: Ensure developments deliver comprehensive on-site and off-site walking, wheeling and cycling provision (page 30)

Objective SV4

Strongly agree 45%

Agree 35%

Neither agree nor disagree 10%

Disagree 7%

Not sure 3%

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Not sure / no opinion
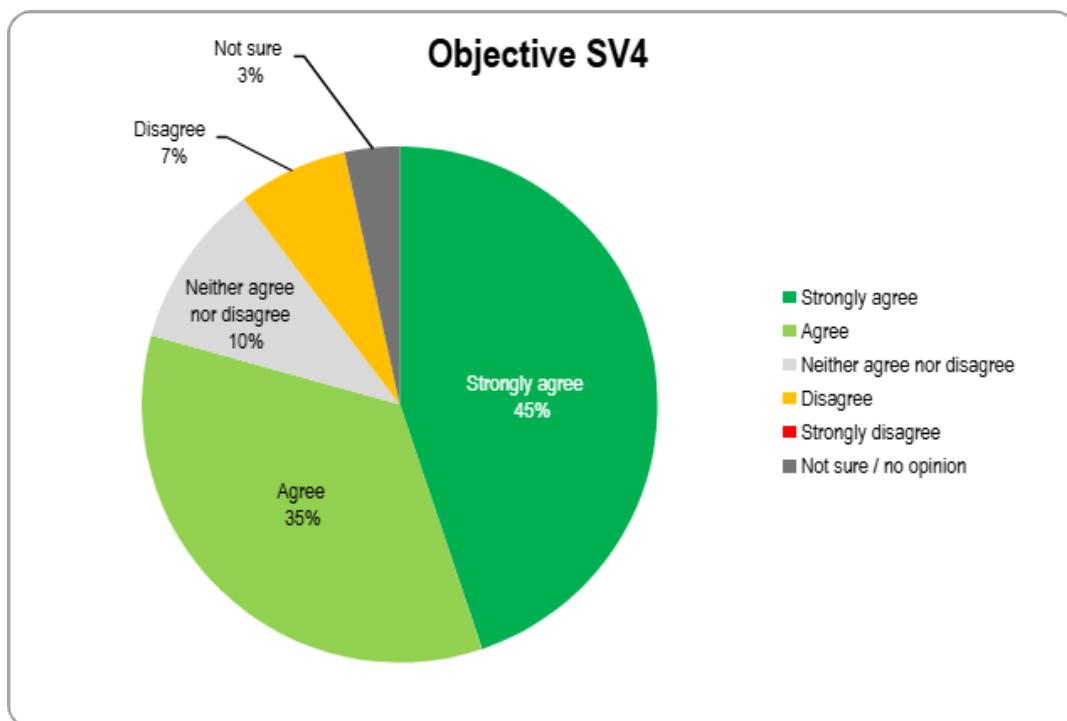
SV5: Improve accessibility for Non-Motorised Users (NMUs) travelling via waterways and greenways (page 31)
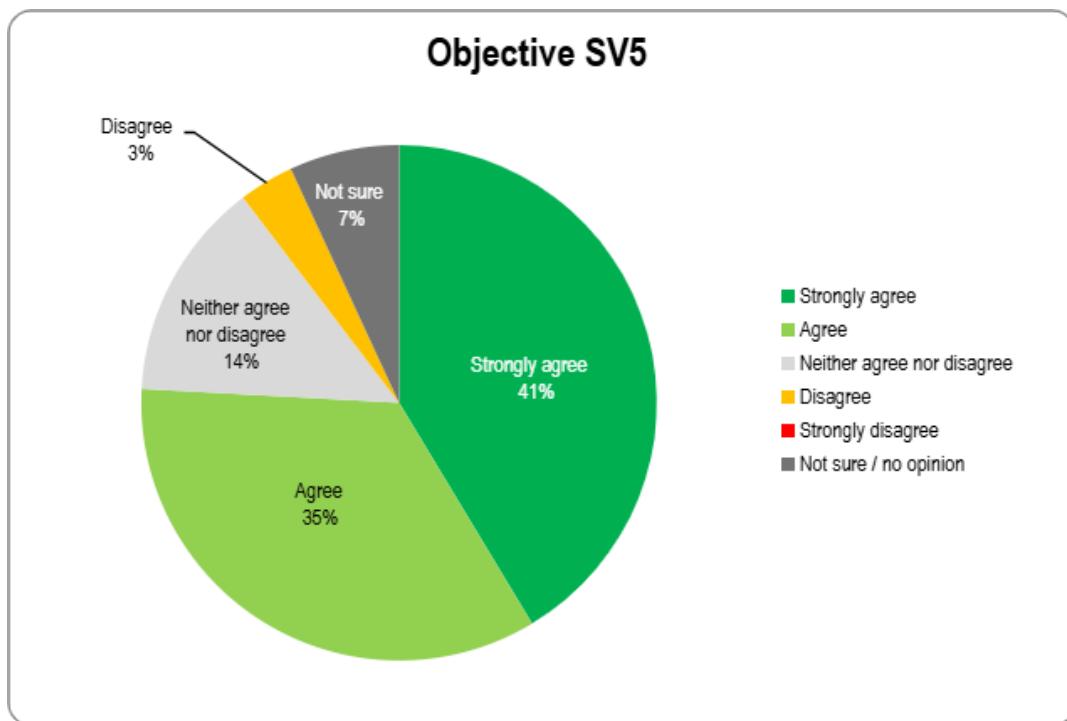
SV6: Reduce walking, wheeling and cycling severance caused by physical barriers (page 32)
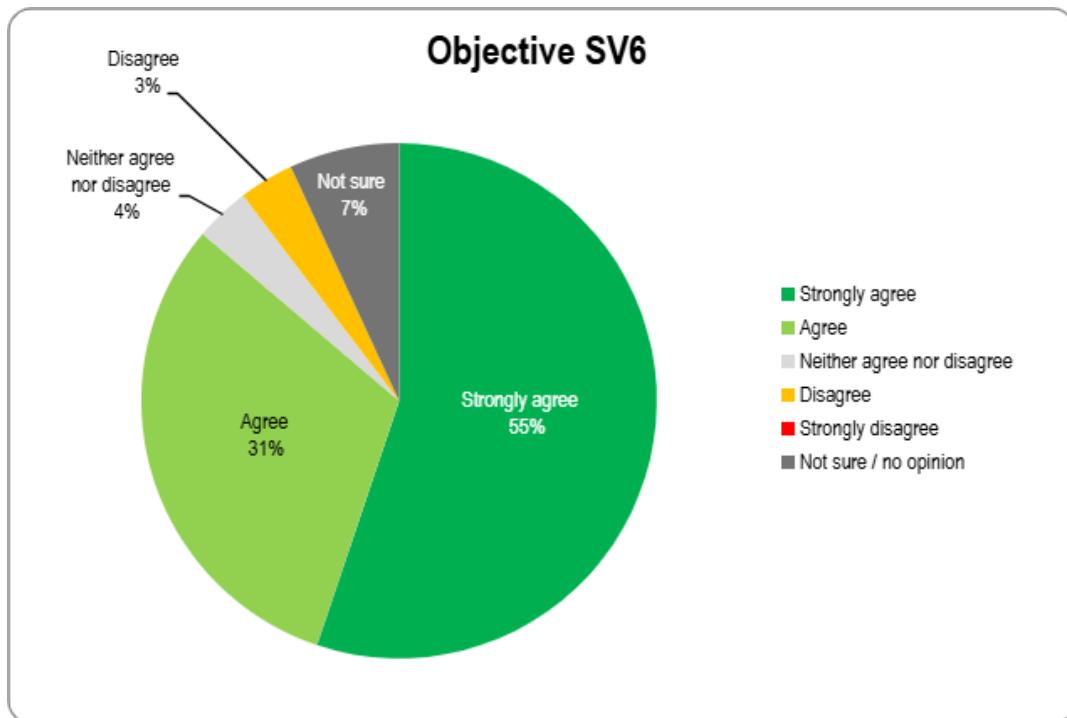
SV7: Introduce shared micromobility schemes, subject to central government legislation (page 34)
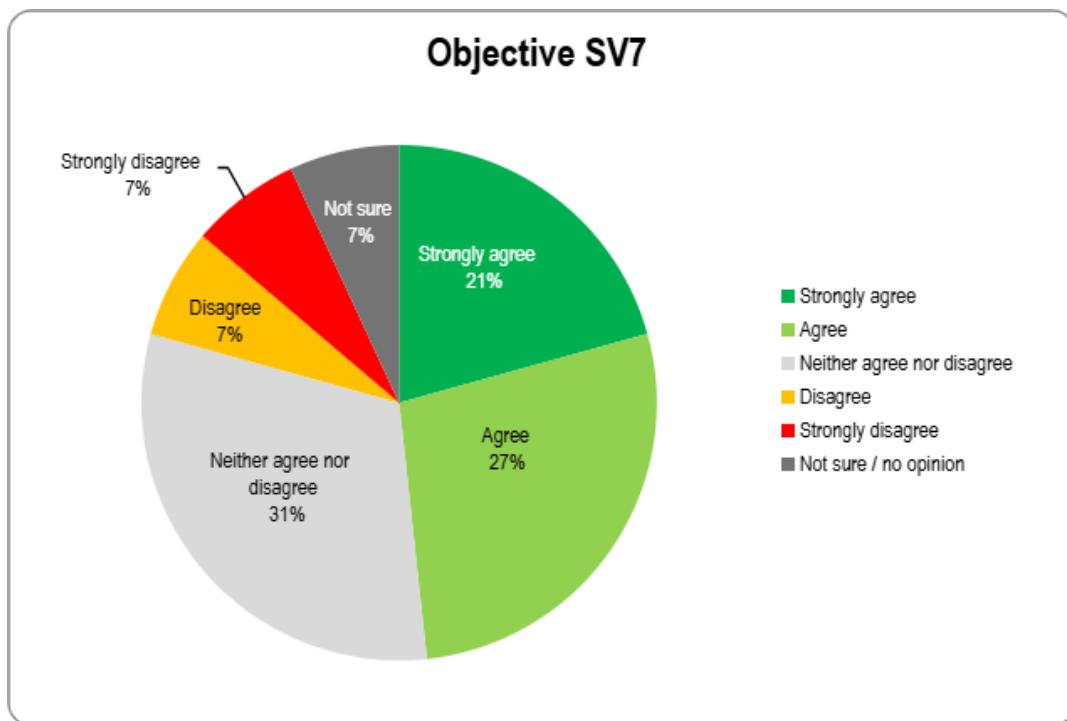
## SV8: Develop a network of cycle parking, hubs, and hangars (page 35)
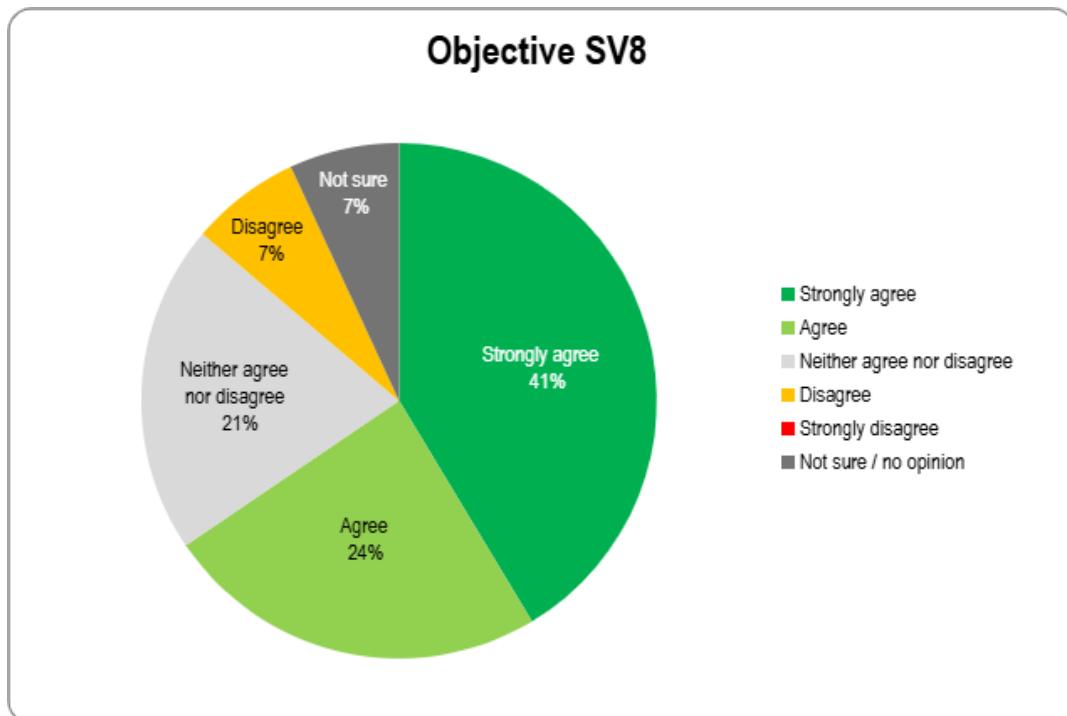
SV9: Create a network of mobility hubs (page 37)
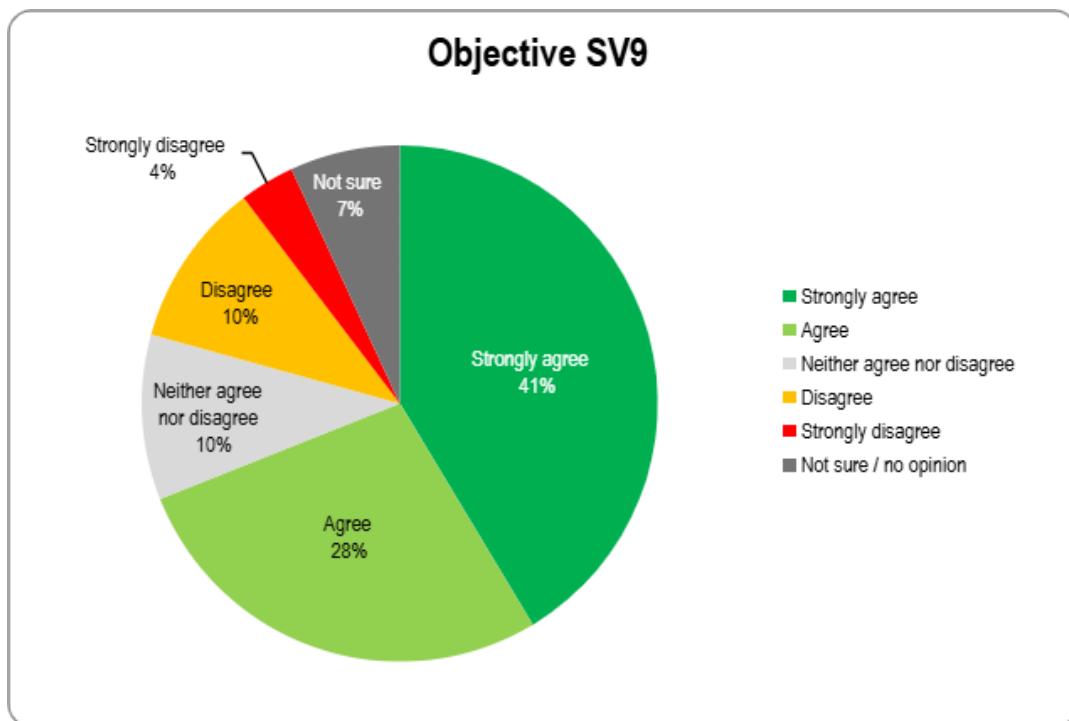

SV10: Enhance bus services (page 39)
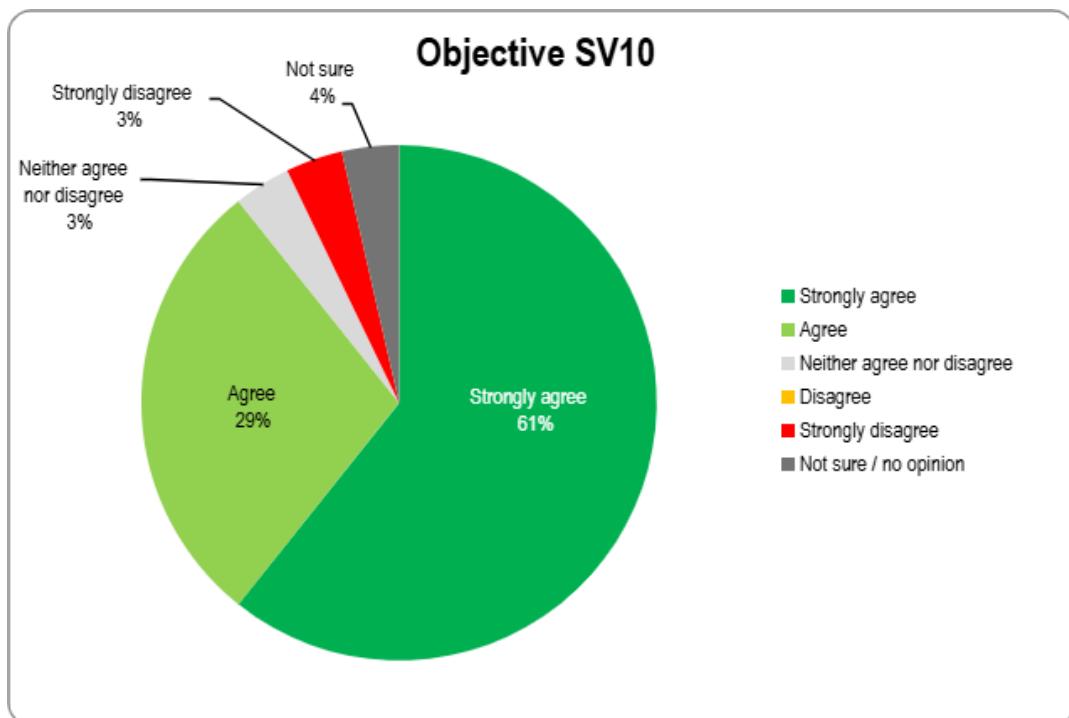
SV11: Enhance bus infrastructure (page 41)

Objective SV11

Not sure 4%

Strongly disagree 4%

Disagree 3%

Strongly agree 64%

Agree 25%

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Not sure / no opinion
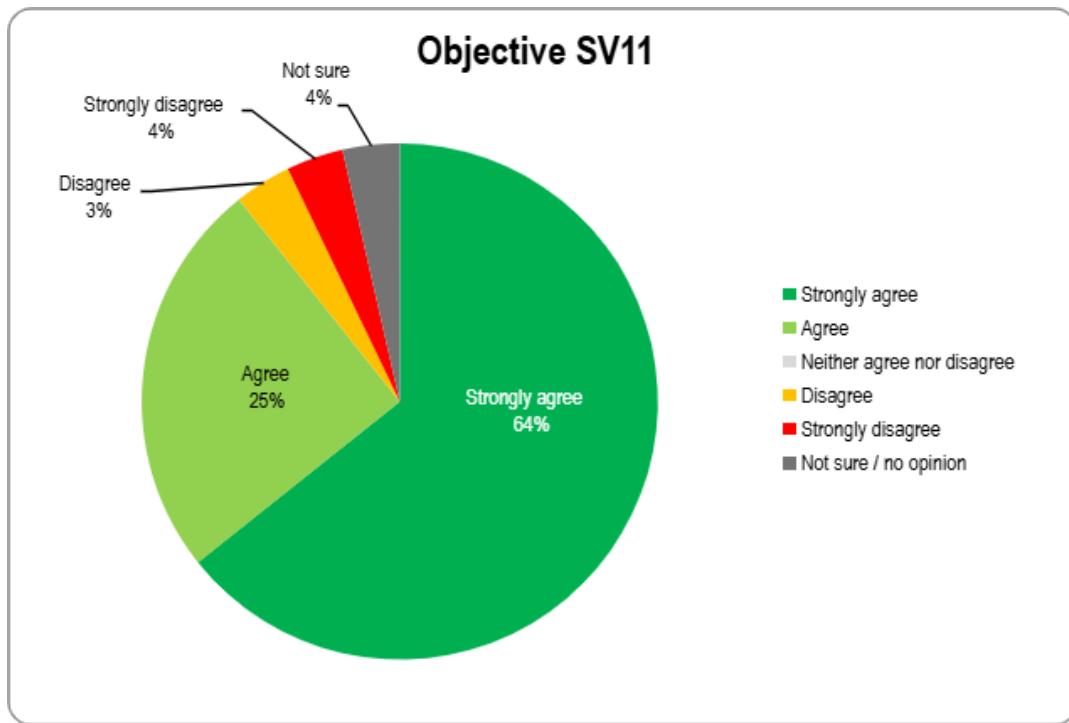
SV12: Support improvements to the rail network in the short term (page 43)

Objective SV12

Not sure 3%

Strongly disagree 4%

Neither agree nor disagree 14%

Strongly agree 62%

Agree 17%

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Not sure / no opinion
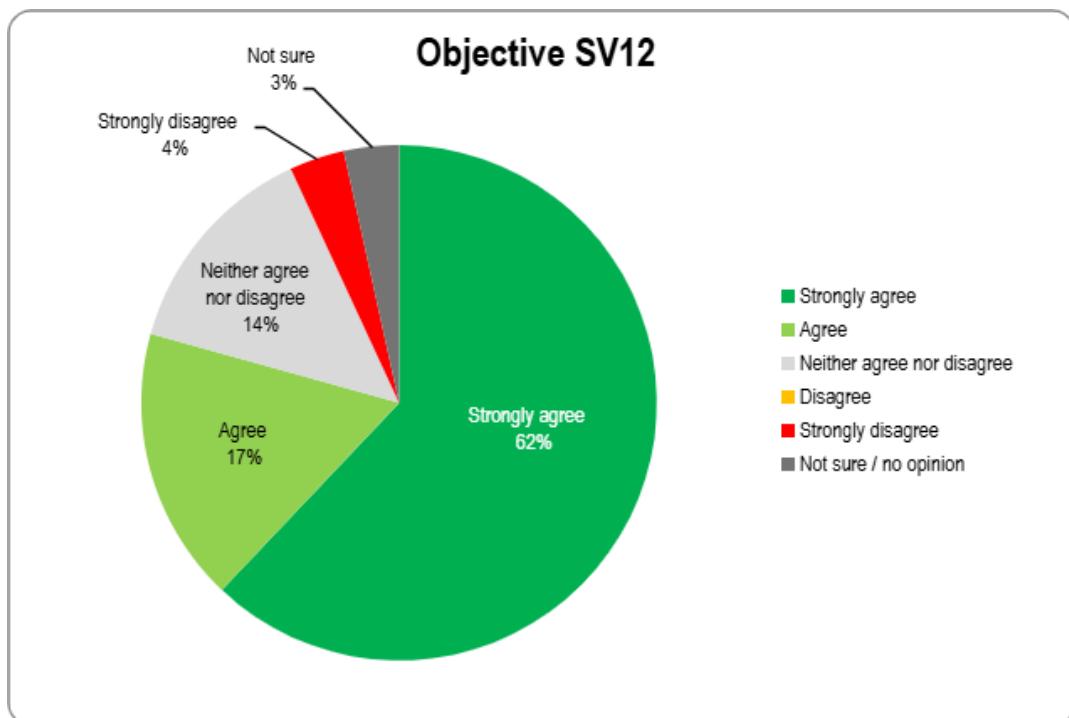
SV13: Support improvements to the rail network in the medium to long term. (page 43)
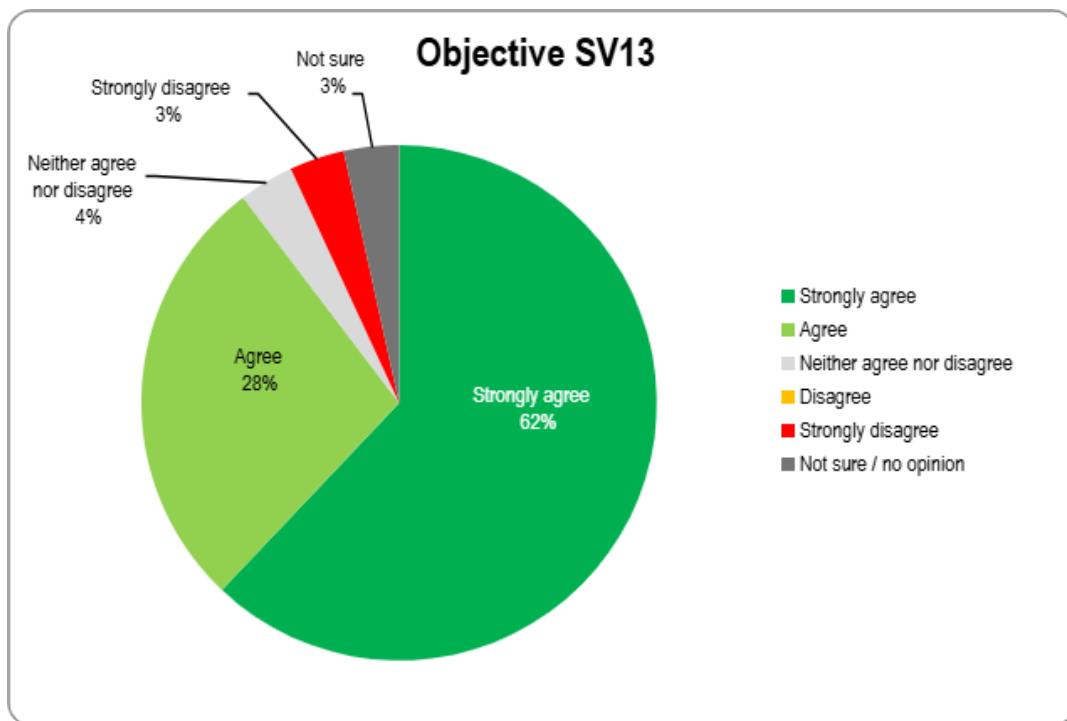
SV14: Support the development of a car club network and car share schemes (page 45)
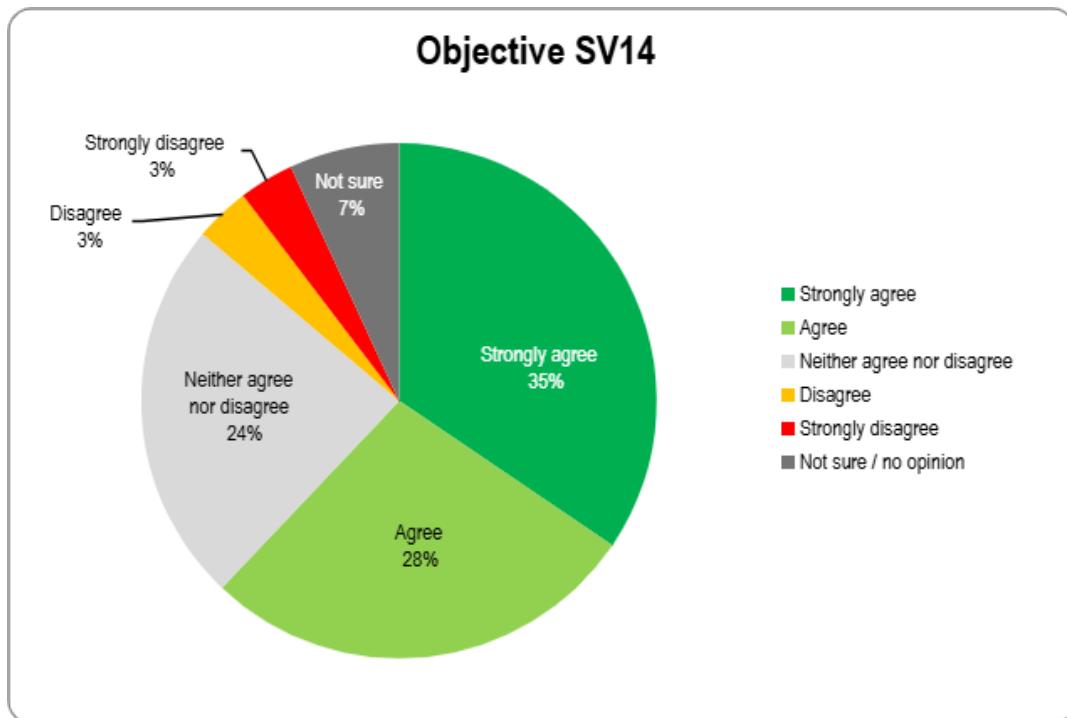
SV15: Implement demand management measures in areas which are well served by sustainable transport (page 47)
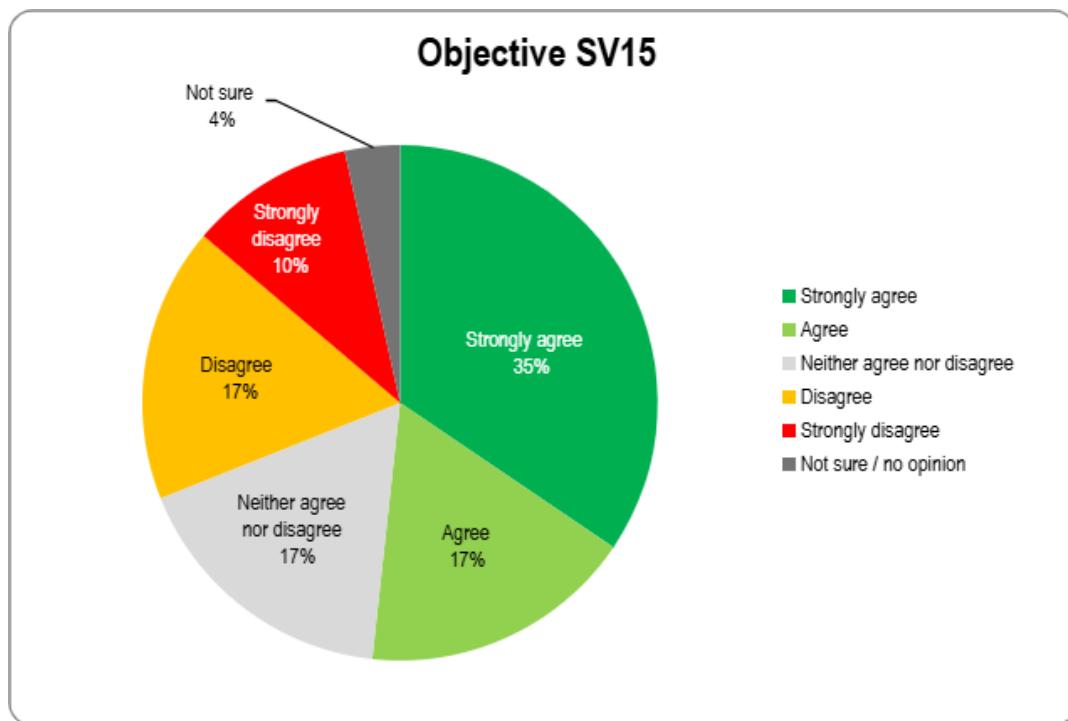

## SV16: Deliver movement infrastructure schemes (page 50)
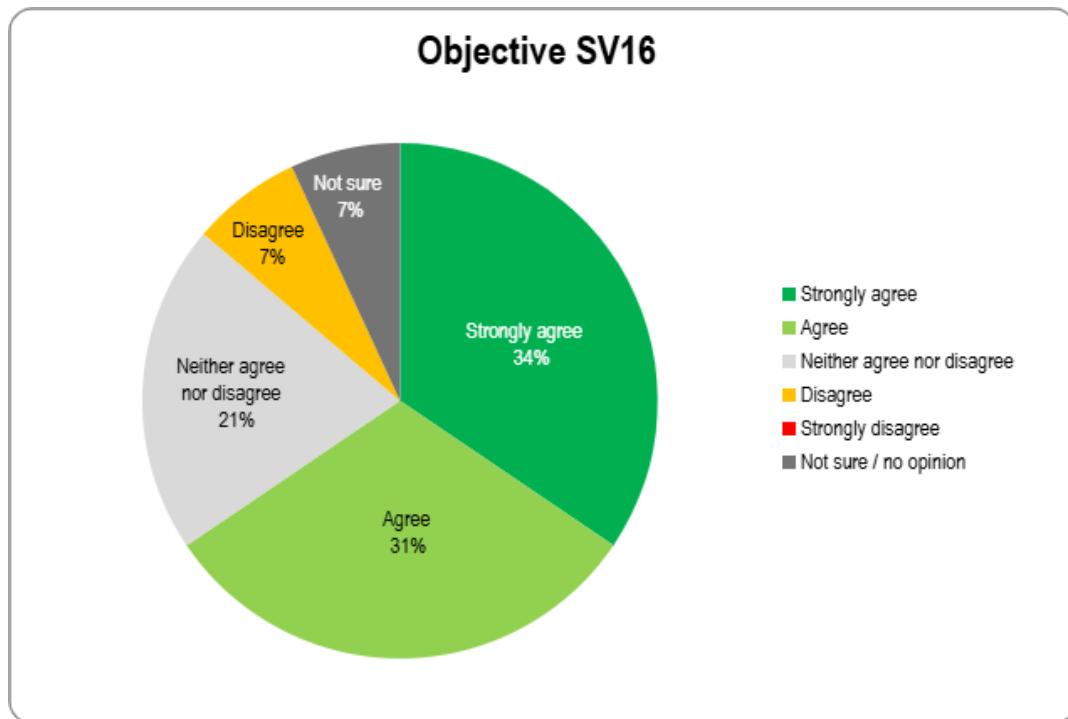
## SV17: Develop future movement infrastructure schemes (page 50)
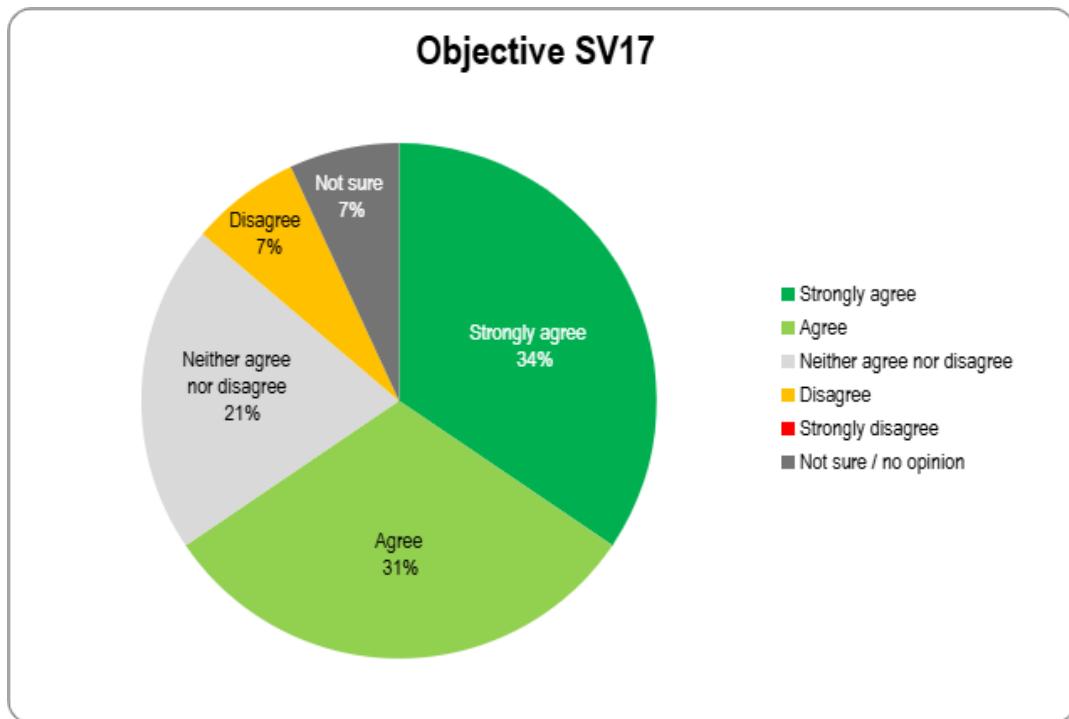
SV18: Develop Corridor Movement and Place Strategies for existing key routes (page 52)
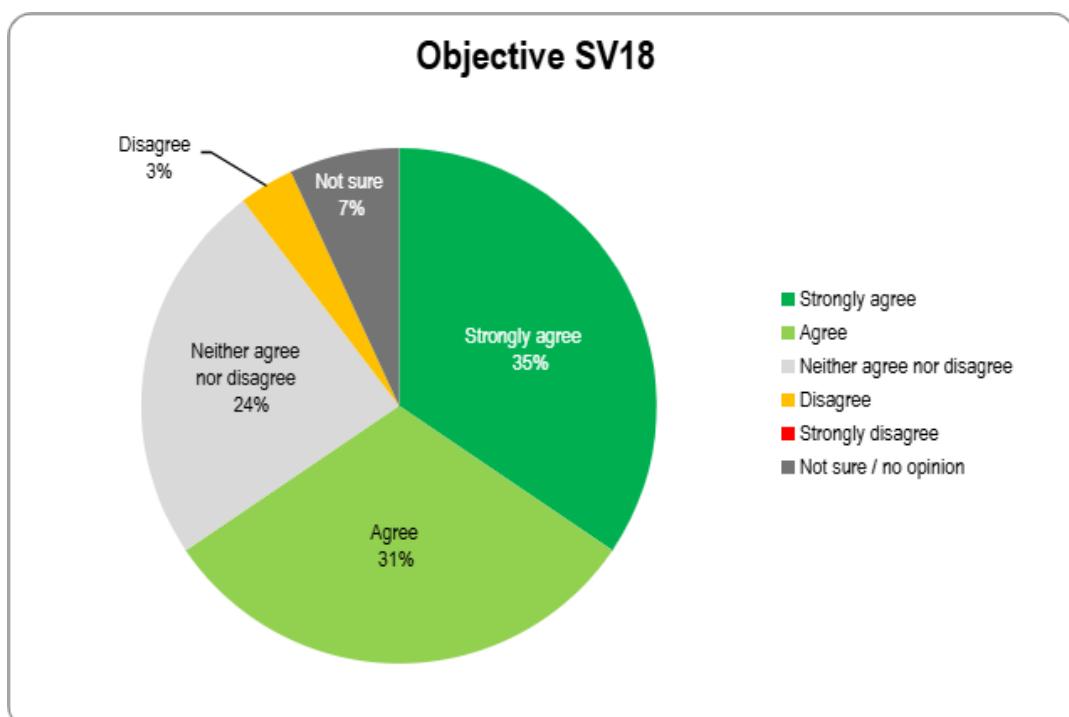
## SV19: Support the safeguarding of land for movement schemes (page 53)
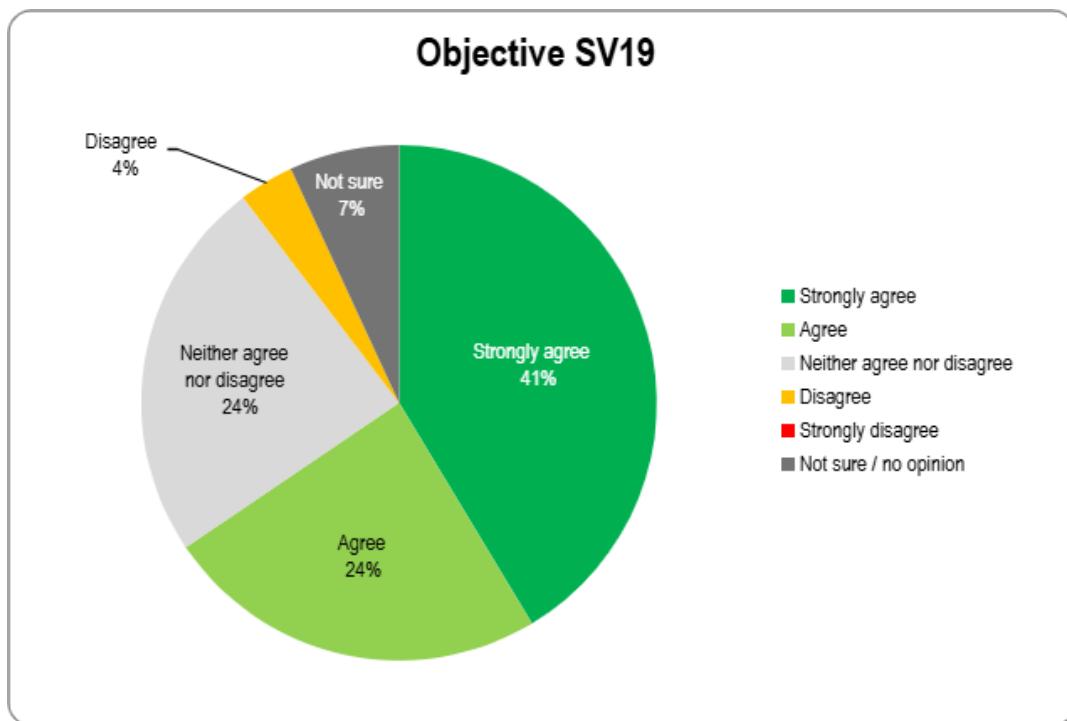
SV20: Improve freight, deliveries, and servicing (page 54)
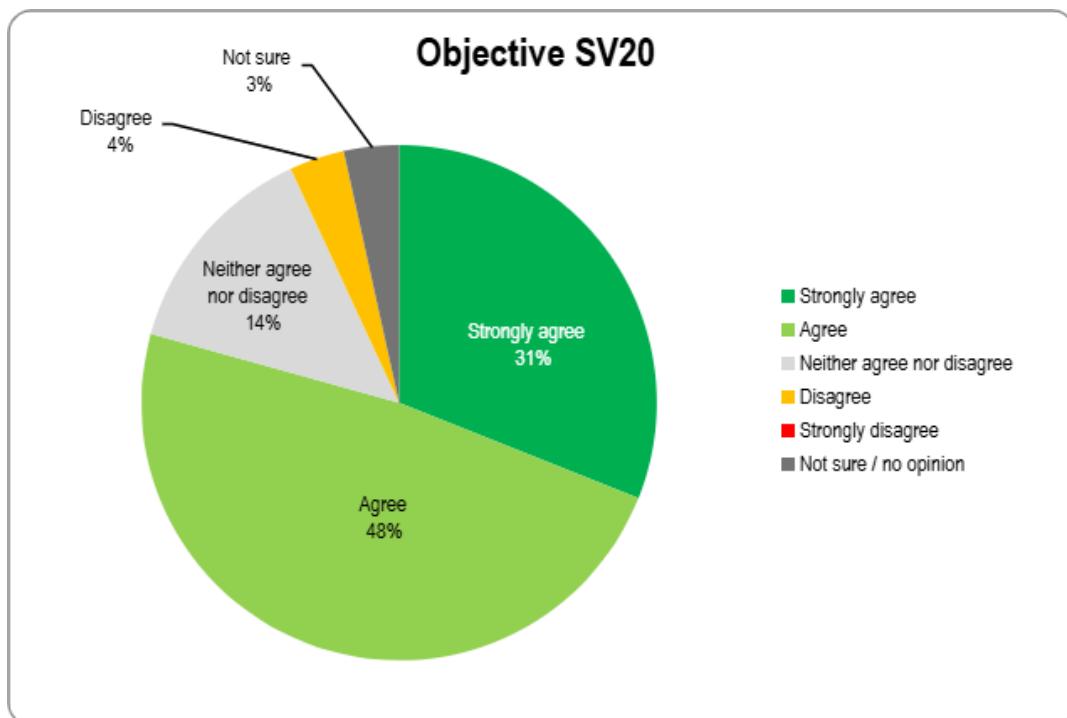
SV21: Develop a Climate Resilience Strategy for Science Vale (page 56)
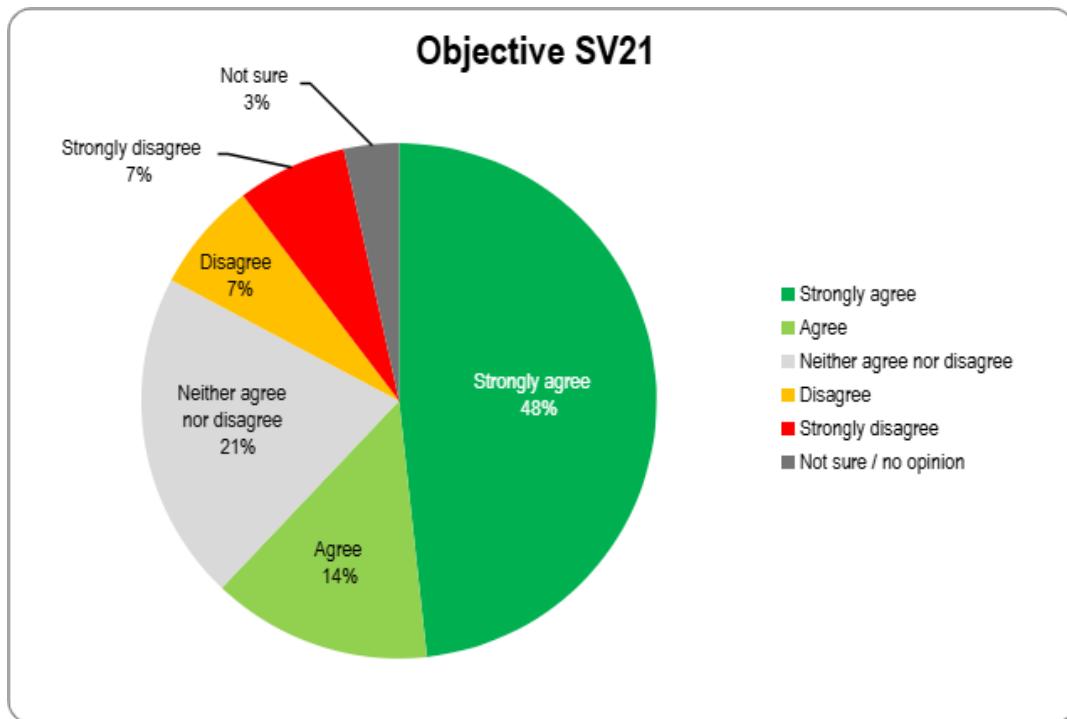
SV22: Continue to develop Science Vale as a local, regional, national, and global hub for testing new and innovative technologies (page 58)
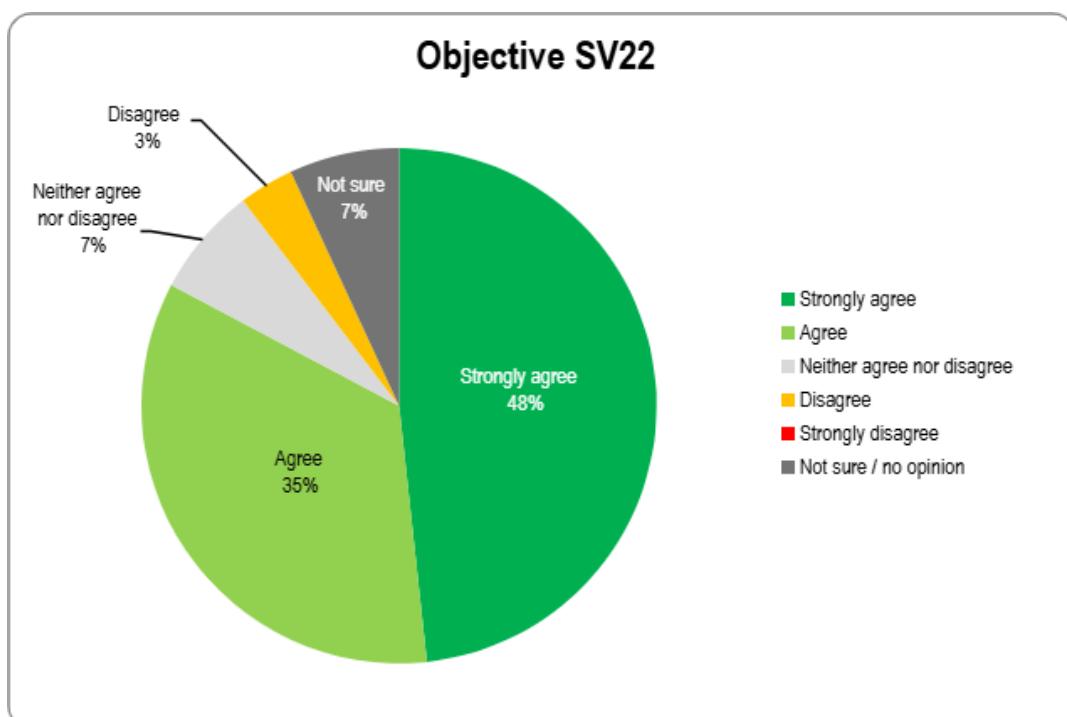
Annex B

In total, we received seven email responses

1. Oxford Bus Company
2. Harwell Parish Council
3. South Oxfordshire
4. Vale of White Horse
5. Grove – Voluntary Transport Representative
6. OCC climate
7. Coalition for Healthy Streets and Active Travel in Oxfordshire

Annex B