

East Challow Neighbourhood Plan

Appendix 4 – Project List for CIL Funding

Consultation with the community highlighted a number of issues of interest and concern that cannot be the subject of formal policies in a Neighbourhood Plan because they do not directly relate to spatial planning.

These projects summarised below are intended to inform follow-up by the Parish Council and will be delivered as funding allows. Funding for these projects would be sought from planning conditions, Section 106 agreements or the Community Infrastructure Levy.

Name of Project	Project Aim	Evidence of Local Support	Indicative costing
<p>P. 1 Community Transport Scheme</p>	<p>A Community Transport Scheme (voluntary driver scheme) should be established to meet the needs of those affected by the lack of public transport services.</p> <p>There is a public bus service, approximately hourly, to and from Wantage and Faringdon along the A417, stopping only outside the village church.</p> <p>There is no public transport serving many of the residential areas East Challow has no pub or shops, therefore access to Wantage by public transport is a necessity.</p> <p>Many non-drivers, especially the elderly, are isolated. Access to the local Health Centre by public transport is only available for those who can reach the bus stop on the A417.</p> <p>Access by public transport to the proposed Grove Railway Station would only be available for those who can reach the bus stop on the A417.</p>	<p>The 2017 Neighbourhood Plan Survey (4.10, 4.11, 4.12, 4.13) demonstrates the need for public transport within the village and shows the use a bus could expect. The most popular destinations are Wantage, Oxford, Didcot and Abingdon. Only 23 out of 127 respondents currently use the bus more than once a week. However, 188 out of 224 respondents would like to see more bus services.</p> <p>There is a desire for additional bus stops at the (former) Goodlake Arms and at Hedge Hill Road/ Sarajac Avenue</p>	

<p>P.2 Improvements to Footways and development of cycle paths</p>	<p>To work with the local Highways Authority to achieve improvements to the footways throughout the village and develop cycle paths.</p> <p>There are no nominated safe cycle routes through or in the village. There is ample scope for improvement and expansion of existing footpaths, some of which can be upgraded to cycle routes. These will improve both life quality and social interaction.</p> <p>A safe cycle route to link with the proposed Science Vale strategic cycle network (VWH Local Plan fig. 5.6b) should be established.</p> <p>Measures must be put in place to re-establish selected footpaths where these have been lost. In particular, the footpath on the west verge of the A417 should be extended through to opposite Haynes of Challow.</p> <p>The use of 4x4 vehicles and motorcycles on Cornhill Lane/Green Lane (Survey, 2.2) should be discouraged by appropriate bye-laws and/or signage.</p> <p>Clear marking of routes to link the village to the countryside should be carried out.</p> <p>More park benches should be introduced to allow regular intervals of rest for elderly walkers, both in the village and on the footpath(s) to Wantage.</p>	<p>Notwithstanding the good existing footpath network, concern is expressed in the 2017 Neighbourhood Plan survey about the loss of established footpaths (2.2); loss of established footpaths was registered as one of the major issues in the village by 124 respondents. Problems with the use of 4x4 vehicles and motorcycles on Cornhill Lane/Green Lane (2.2) was registered as one of the major issues in the village by 121 respondents.</p> <p>The Community Survey (3.1) identifies the ability to access the countryside easily on foot/cycle as one of the most important environmental matters. The Survey (2.1) also indicates that the existing good footpath network is highly valued and that walking and cycling (4.9 and 4.15) are popular forms of transport.</p>	
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	<p>The village will work with the local Highways Authority to achieve improvements to the footpaths throughout the village to achieve ease of access for disabled vehicles or pushchairs and improve crossings.</p>		
<p>P. 3 Traffic Calming</p>	<p>To work with the local Highways Authority to achieve effective traffic calming solutions</p> <p>There is a 30mph speed limit through the village which is frequently ignored by vehicles on the A417 travelling too fast. A FOI request by the Parish Council to Oxfordshire CC in 2016 revealed that the A417 is at or over capacity.</p> <p>A comprehensive traffic survey should be carried out as soon as possible to establish the scale of traffic speeding on the A417 through the village and on other residential roads, especially on Letcombe Hill/Vicarage Hill.</p> <p>Subject to the results of the above-referred survey and study the village will support the introduction of traffic calming measures, such as strategic on-street parking and cameras.</p>	<p>The volume and speed of traffic on the A417, and on Letcombe Hill/ Vicarage Hill, was recorded as the issue of greatest concern to villagers in the Community Survey (2.2); 101 respondents registered traffic volume and speeding as a very important issue. Another significant concern was the potential for a future Western Relief Road to add traffic to other arterial and residential village roads.</p> <p>The Community Survey (4.1, 4.2, 4.3 and specific narrative comments) documents respondents' detailed concerns regarding heavy traffic and speeding. 106 out of 128 respondents were concerned or very concerned about speeding along Ickleton Road, Letcombe/Vicarage Hill and along the A417.</p>	