

NORTH HINKSEY (BOTLEY)
• PARISH PLAN •

2009

North Hinksey Parish Plan



This final report by the North Hinksey Parish Plan group of volunteers is to be welcomed. The original survey information provided by North Hinksey Parish Council has been well and truly built on. Thanks must go to all those people who have worked hard and also members of the community who have had an input over the last 5 years.

Councillors know that it is always a difficult balancing job in trying to meet the aims and aspirations of many people. We, therefore, offer our best wishes to the NHPP Steering Group as they seek the collaboration of different organisations to deliver their various Action outcomes.

Councillor Briony Newport
Chairman, North Hinksey Parish Council

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Acknowledgements

The Parish Plan was organised by a Steering Group, who managed and ran Working Groups for a range of topics, and drafted the final Plan.

Thanks are due to the many parishioners who gave their time to complete questionnaires, interviews, attend presentations and other events, and contribute to ***The Sprout***, which was set up to communicate with them.

We would also like to thank other organisations that contributed and checked facts contained in the Parish Plan.

Members of the Steering Group have put several hundred hours of voluntary work into the preparation of the Parish Plan, and the contributions of everyone involved are gratefully acknowledged.

We thank the Oxford Rural Community Council for providing the funding for the Parish Plan, and especially thank Anton Nath of ORCC for his valuable assistance throughout the process.

Many of those involved in producing the Parish Plan are also committed to carrying out the tasks identified in the Action Plan.

The Steering Group welcome comments, either on www.nhpp.wetpaint.com, or to Jenny Barker (Chair, jenny.sprout@btinternet.com) or Andrew Pritchard (Secretary, 3andrew3@tiscali.co.uk).

1. Foreword

Parish plans are a great boost to community development, encouraging local people to get involved, to make their views known and to help shape the future. As the results of the consultation process make clear, most residents enjoy life in North Hinksey and Botley – real positives include proximity to Oxford and the countryside, regular bus services, good shopping facilities, high quality schools and friendly people. Housing here is slightly more affordable than it is in Oxford and we do, in estate agent's parlance, also have swift access to the national road network! The bisecting and polluting effects of the A34 are predictably high on the list of people's dislikes, along with other traffic and parking issues and the impact of new housing developments on inadequate local sewers and under-developed social amenities. These are complex challenges, which are the responsibility of many different agencies and may be impossible to resolve to everyone's satisfaction. You only have to read the letters pages of the *Oxford Mail* or *The Oxford Times* to note that frustrated regular users of the A34 tend to see North Hinksey and Botley as a pinch point to be removed, not as a living community.

In our increasingly busy lives, we may not feel that we have the time to raise real concerns about our community or we may suspect that 'they' will already have made up their minds about key issues. Please banish those doubts and consider instead the Barack Obama slogan, 'Yes, we can!' This plan with its vision for the future provides a clarion call for action on many fronts and it should inspire us all to consider how we would like to see our community develop. The more we become involved, whether through collective efforts or by individual actions such as writing to *The Sprout* or contacting your councillors or your MP, the more likely it is that we will be able to make Botley and North Hinksey an even better place in which to live.

Malcolm Graham

A local resident, Malcolm Graham was Head of Oxfordshire Studies with Oxfordshire County Council from 1991 until 2008. He has been involved with, and written about, local history in the city and county since the 1970s. He is a great enthusiast for things local, and always tried to ensure that the Oxfordshire Local Studies service collected and made available all Parish Plans.



Street Fair in West Way Shopping Centre



2. Introduction

Aim of the Parish Plan

The aim of the Parish Plan, which looks ahead to the next 10 -15 years, is to assist and enable those living in the Parish to have more influence over their lives and the community in which they live. This involves seeking their personal views, as well as assessing the needs and aspirations of the community, and planning ahead to achieve the desired improvements. This includes increasing sustainability by measures such as reducing the need for travel, providing attractive and efficient public transport and safe cycleways, and incorporating technologies such as solar heating and photovoltaic power generation into new and existing buildings.

The motivation for preparing a Parish Plan was to ensure that the views and needs of the parish of North Hinksey, located in the north-east corner of the Vale of White Horse District, received funding and other resources from the District Council, the County Council and other sources such as businesses, proportionate to those enjoyed by other localities. This was not perceived to be the case. It was also thought that the process of preparation of the Parish Plan would strengthen community spirit within the Parish.

Setting up the Steering Group

Following an approach by the Oxfordshire Rural Community Council (ORCC), the Secretary to the Parish Council and several Parish Councillors attended a course about Parish Plans in 2005, and in a report to the Parish Council recommended that a Parish Plan should be prepared for North Hinksey.

A questionnaire covering a range of local issues was drafted, revised, and then delivered to every household and business in the Parish, with a prepaid envelope to encourage a reply. The response to this was positive, with over 20% of the questionnaires being returned. In view of this the Parish Council resolved to set up a Steering Group to operate independently of it, but including four Parish Councillors to report back to the Parish Council. Those who had indicated in the returned questionnaires that they might be willing to assist with the generation and production of a Parish Plan were invited to join the Steering Group, and 12 of the 25 who had indicated their interest attended the first meeting.

Regular monthly meetings of the Steering Group were held, with a short break from October 2006 - April 2007, when the Group reformed with some new members. Shortly after this the Chairman and Secretary of The Parish Plan Steering Group attended a training course on developing a Parish Plan.

Actions initiated by the Steering Group

1. Five specialist working groups (WGs) were set up to cover Publicity & Community, Transport, Built & Natural Environment, Education & Youth and Sport & Leisure.

2. The Publicity & Community WG set up a local newsletter, produced and delivered monthly from October 2005 (with combined issues for December/January and July/August) free of charge to every house and business in the Parish. It is financed by advertising from local businesses.

Subscribers living outside the Parish pay a small annual charge. The newsletter, called *The Sprout*, contains local news, reports of progress on the Parish Plan, reports from the Parish Council and a variety of information about local schools, businesses, people, organisations and their activities. This is particularly useful in a community that includes a considerable number of students; rented accommodation, whose inhabitants move frequently, and thus does not have as much cohesion as a typical village. *The Sprout* is intended to continue as a free newsletter after the completion of the Parish Plan, and has been set up as an independent not-for-profit company to ensure its continuation.



3. The Publicity & Community WG has organised annual summer festivals, as well as pre-Christmas events in the West Way Shopping Centre, involving local schools, choirs and other organisations. It has also promoted the activities of the Parish Plan through the local media.

4. The Transport WG has reviewed the provision of public transport within the Parish, of cycle lanes and their use, of footpaths, and the road and parking problems faced by car owners and their impacts on the community.

5. The Built & Natural Environment WG has been mainly concerned with shopping facilities, built premises and green spaces.

6. The Education & Youth WG has concentrated on developing contacts with local schools. They have also assessed the needs of young people, and the provision within the Parish of formal and informal recreational facilities.

7. The Sport & Leisure WG has looked at the need and provision of sports and leisure facilities, paying particular attention to the needs of young and older parishioners.

3. Snapshot

3.1 History, Environment and Population

The parish of North Hinksey is situated just under 2 miles west of the centre of the city of Oxford, on the west bank of the Seacourt Stream of the river Thames. Until 1974 it was part of Berkshire, and is now in the Vale of White Horse District within Oxfordshire.

The first references to the three hamlets of North Hinksey, Botley and Seacourt are 821, c.957 and c.1170, respectively, with agriculture as the main occupation. The church of St. Lawrence in North Hinksey, which has II* listing, replaced a smaller Saxon structure. The nave was built around 1100 and with the doorway on the south wall are fine examples of Norman stonework. A picture on one side of the chancel arch shows St. Lawrence with the gridiron on which he was roasted, and on the other St. Stephen with the stone that killed him. A large stone churchyard cross outside would have been a meeting place for the village community and a preaching site for visiting friars.



There are seven Grade II listed buildings in North Hinksey Village. In North Hinksey Lane the Old Manor House on the west side was built for a Fellow of St. John's College in 1575, and numbers 13 and 15 date from the early 17th century. Also listed is the Conduit House on the south slope of Harcourt Hill, built in 1610 to supply water to Oxford from the springs on the hillside.

The village of Botley was smaller than North Hinksey. What remains is Old Botley, a row of cottages behind the present fast food restaurant. Seacourt was situated on the main westward route from Oxford to the north of the A34/A420 interchange in what is now part of Wytham parish. It was effectively deserted between 1350 and 1400, having lost much of its population to the Black Death, and the rest because the land was difficult to work. The name lives on in the Seacourt Stream, the westernmost channel of the river Thames, the Seacourt Bridge pub, and Seacourt Road. While Old Botley, parts of North Hinksey Lane and Willow Walk remain susceptible to flooding at times of heavy rainfall, the rest of the Parish is largely unaffected, though on occasion flooding of the Botley Road may isolate the city of Oxford from it. There is also a potential danger to the electricity supply if the substation on the Osney Mead Industrial Estate is flooded from the Bullstake Stream. Some short-term remedial work was carried out by the Environment



Agency during the autumn and winter of 2008-2009. It has produced an Oxford Flood Risk Management Strategy, and is continuing maintenance work along the river channels to help control flooding.

At the beginning of the last century the population of North Hinksey was low, rising from 242 in 1901 to 463 in 1931. The Parish then grew more rapidly, particularly with the building of the Elms Rise estate after the Second World War, and infilling elsewhere. By 2001 its population had reached nearly 4500, and was the sixth largest settlement in the Vale of White Horse. The 2011 Vale of White Horse Local Plan includes commitments for some 205 new dwellings in two developments within the parish, and a further 255 in adjoining Cumnor parish. Coupled with the increasing use of small family houses as rented multiply-occupied dwellings, and the replacement of larger houses by blocks of flats, a further population increase of at least 1000 is now under way, around half of whom will be in North Hinksey Parish. To accommodate their needs, an appropriate increase in local services and community facilities will be required. Despite these increases, all parts of the parish have easy access to our varied countryside.

In view of the pressure for development in North Hinksey village, the Friends of North Hinksey were formed in 1966, and since then have worked to preserve the distinctive character of the neighbourhood and influence future development, promoting the provision of suitable amenities and encouraging a community spirit. Largely as a result of their influence the village is now designated a Conservation Area; Ruskin Cottage was saved from demolition and is now a listed building; the Conduit House was restored and is now in the care of English Heritage; the Village Green is registered as common land. The Friends have also taken active parts with other interested organisations in opposing developments to the east of the parish in Hinksey Meadows, the Ferry Hinksey industrial estate and on railway property.

There is a lively tradition in the Parish of growing your own fruit, flowers and vegetables. There are public allotments between North Hinksey Lane and the Seacourt stream, and between North Hinksey Lane and the Southern Bypass.

The Parish has as its northern boundary Cumnor Hill Bypass, now part of the A420, from Tilbury Lane to its intersection with the A34, then the link road to the A34 and West Way east to the Oxford City boundary. The Southern Bypass, opened in 1938 as a single carriageway running south from North Hinksey to the foot of Hinksey Hill, was dualled and extended northwards past Wytham and Wolvercote as the Western Bypass in 1962, allowing through traffic to avoid the centre of Oxford. It thus became part of the A34 trunk road from Southampton to the Midlands, with a traffic load that has steadily increased over the years, effectively cutting the parish in two. Both roads are famed for their traffic jams, and the inconvenience that they cause to local parishioners and others.

There is a good variety of shops, mainly in Elms Parade, owned by the Howse Trust, in the shopping precinct behind it owned by the Vale of White Horse District Council, and in the Seacourt retail centre. The parish has attracted over 200 businesses, from one-person home-based ones to branches of national and



international enterprises, who find the more affordable land rents and relatively easy access to the A34 and Oxford rail station more attractive than Oxford itself. There are several industrial and office estates, four churches, two primary schools, two nursery/pre-schools, a Children's Centre and the Harcourt Hill campus of Oxford Brookes University. Matthew Arnold School is the local secondary school, which lies in Cumnor parish, immediately adjacent to the boundary between the two parishes.

3.2 Community Facilities and Services

Many facilities are available to parishioners, but these are mostly privately owned and run.

The public library is run by Oxfordshire County Council, and housed in Elms Court in Chapel Way. It has 6 staff members, and is open on Mondays, Tuesdays and Thursdays from 9.30 a.m.-5.30 p.m., from 9.30 a.m.-7.00p.m. on Fridays, and from 9.30 a.m.-1.00 p.m. on Saturdays. Users can book free time on 5 computers, and photocopies are available at a nominal charge. Four local WRVS volunteers provide a weekly mobile service to the housebound. Story Time sessions are run on the first and third Thursday of the month during school terms for the under-5's, with extra days in the holidays for all children. There are also special sessions, such as Adult Learners' Week, Family Learners' Week, book promotions, and support for adult learners. The library also participates in many community activities, particularly with the local schools, and helps to publicise a variety of parish and local activities. Compared with similar libraries in the county, it is small for the existing population, let alone the planned increase in numbers. It has suffered from frequent inundation by sewage, due to the entire local sewerage network being overloaded and in need of repair. Remedial work was undertaken in the autumn of 2008 and there have been no problems since.

There is no central meeting point where young parents can relax together, young people can go to meet friends instead of gathering in groups on the streets, or for senior citizens and others to drop in for a chat and refreshments or internet access, such as in Wolvercote in Oxford or Charney Bassett in the Vale. A community centre housed in the 1970's on the first floor of a block above the library was closed due to falling membership and financial constraints.

The Seacourt Hall and several other halls can be hired, and are well used by a variety of clubs and organisations. They include three church halls (Baptist Church Hall, The Rosary Room (Roman Catholic) and St. Peter & St. Paul Church Hall), the Seacourt Hall, the Seacourt Road Community Room, Botley Primary School Hall and the Womens' Institute Hall.

The Louie Memorial Field at the western edge of the parish is available for recreation; in the lower part there is a children's playing area, recently refurbished by the Parish Council with the help of a Lottery grant, and a wild woodland area. The upper part has a football pitch, an outdoor skateboard/cycle bowl and a practice basketball net. A pavilion is available for use by football teams, and is used about once a week. The Oxford Rugby Club and the Oxford Tennis Club are

both based within the Parish, and their excellent facilities are open to members. The Harcourt Hill campus of Oxford Brookes University has a range of sports facilities, including a swimming pool. These are open at certain hours of the day to the general public upon payment of the appropriate fee.

Senior citizens are quite well provided for, with 55 one- and two-bedroom bungalows in Seacourt Road, and residential accommodation in Field House consisting of 64 one- and two-bedroom flats and bungalows with a call system for emergencies. The properties are managed by the Vale Housing Association, which took over ownership of all the Vale of White Horse District Council's residential stock in 1995, and is registered in England as a Charitable Industrial and Provident Society. A number of clubs and activities are available for senior citizens, and are listed below in section 3.7 (Sport & Leisure).



St. Lawrence's Church

There are four churches in the Parish. St. Lawrence's Church (Church of England), situated at the north end of North Hinksey Village next to Diocesan House (formerly the vicarage), is the mother church of the Parish. It holds a morning service and evensong each Sunday, and a coffee morning once a month.

The Church of St. Peter and St. Paul (Church of England) was built in 1958 in West Way to replace an old mission church, and was paid for by local people, who bought individual bricks with their names on. It holds services each Sunday and Wednesday morning, and a coffee morning once a month. The Botley Baptist Church originally held services in a chapel, now converted to offices, in West Way opposite the Seacourt Tower building, but moved in 1967 to the present site at the corner of Westminster Way and Chapel Way. It now has applied for planning permission to replace the existing building with a new one containing a chapel, flats for mature students, several meeting rooms with a commercial kitchen, and possible accommodation for the Botley Library. It holds a service every Sunday

morning and a coffee morning each Saturday. Our Lady of the Rosary Church (Roman Catholic) is in Yarnells Hill and falls in the Roman Catholic Diocese of Portsmouth. It has Masses on Saturday evening, and on Sunday, Tuesday and Thursday mornings.

St. Lawrence's cemetery is now a 'closed' cemetery. Botley cemetery, in North Hinksey Lane, is owned by the City of Oxford. It has a Commonwealth War Graves Section, one of the largest war grave cemeteries in Britain, maintained by the Commonwealth War Graves Commission. A Remembrance Day service is held annually, attended by local, overseas and services representatives with a guard of honour and a band from the local army base.



Commonwealth War Graves Cemetery

Shortly after work began on the Parish Plan in 2006 it was decided to hold a Summer Festival, which has been an annual event ever since, with participation by many local organisations, and a Fair in the shopping centre. Similar Fairs have been held before Christmas in the shopping centre with the aim of helping to boost business for local shopkeepers.

3.3 – Local Businesses and Shops

Businesses

The Parish has a thriving Business Community that has developed over a number of years, with over 200 businesses currently identified. At the turn of the century

there were two farms located close to West Way, Elms Farm and Seacourt Farm, parts of which have been developed into retail shopping areas. There are also numerous small businesses run from premises in the area, and from homes.

Business Parks

The Curtis Industrial Estate is based around the old farm buildings and workshop and showroom of Curtis & Horn. It contains 28 units, which are a mixture of retail outlets, trade outlets and garage workshops. There are parking areas available outside most units, with a central area providing additional parking. However, the amount of traffic including deliveries and shoppers can mean that access to units can be hazardous at times.

Hinksey Business Centre, alongside the Curtis Industrial Estate, has 9 units, and is also a mixture of retail outlets, trade outlets and garage workshops. Parking is limited to space outside the units, and the narrowness of the site can make manoeuvring a vehicle difficult.

The Minns Business Park, across the road from these two estates, is a modern, purpose-built office area with its own parking. The tenants are a mixture of bank offices, professional firms, housing associations, legal firms and several hi-tech companies.



Minns Business Park

The Seacourt Tower Estate incorporates the Seacourt Tower building, an office block containing a bank, offices and a number of smaller companies, a retail area with three large stores and a petrol station, to the north of the Tower. The Tower itself houses a number of professional firms, including financial and legal services, and a bank. The offices have their own parking areas. There is also a large parking area for the retail park, with access to the rear of the stores for deliveries.

There are a number of office blocks adjacent to the West Way shopping centre. One, built on the site of the former Seacourt Hall, demolished in 1984, houses an accountancy firm, and has dedicated car parking beneath it. Two multi-storey blocks built at the same time as the shopping centre have some professional



tenants and medical organisations, though much of the accommodation has been empty for some time. The office building to the west of Elms Parade contains a bank and professional organisations. There are also several office buildings, housing a number of professional organisations, behind Old Botley.

Homebased Businesses

Approximately 60 small businesses have been identified within the Parish. They vary in activities from professional practitioners, trades people and computer consultants.

Retail Shops

There are a number of branches of chain stores within the Parish. These include a food retailer, a DIY store, a furniture and furnishings shop, a carpet store and a supermarket. There are a number of smaller businesses located in the West Way Shopping Centre, made up of The Square (owned by Vale of White Horse District Council and managed by a firm of Agents based in London), and Elms Parade (owned by the Howse Trust). There are other shops located either side of West Way, and another on the Elms Rise Estate. There are three parking areas around the West Way Shopping Centre, with free parking, limited to 3 hours, with no return within 2 hours. There is a post office on Elms Parade.

The larger stores are mainly located on the Seacourt Tower site, where there is ample parking with no time limit, and separate parking for the offices there.

In December 2008 The Vale of White Horse District Council announced that it would be including a proposal to redevelop the West Way Shopping Centre in its Local Development Framework Core Strategy document, which covers the period up to 2026. At the time of writing consultation was under way on the overall strategy. However, even if the proposal is retained in the adopted version of the strategy, there would be no guarantee that it would be implemented. Planning permission would be required as well as substantial funding, probably requiring involvement of the private sector.

Planning permission has also been given to the owners of the Seacourt Estate to increase retail space within the same store footprints.

Banks

There are local branches of all the major High Street banks and two bank Business Centres. The area is well provided with external cash points.

3.4 Transport

All transport in the Parish is by road, as there are no rail lines or navigable waterways.

Roads

The Parish is divided from north to south by the A34, making road communication between the two parts difficult. The A34 is a Euro-route and has several roles:

- (a) it is England's major road northward from the South Coast ports, and carries a heavy load of long-distance freight and other traffic;
- (b) it is the western half of Oxford City's Ring Road, unrelieved by any alternative routes or partial routes closer to the city;
- (c) it is the distributor road for Stanley Close, Southern By-pass Road and also provides access to North Hinksey Lane, and
- (d) it is a residential road on part of its eastern side.

It has a 50 mph speed limit throughout the parish, which is widely ignored and not policed, and is a continuous 24-hour source of noise. Frequent blockages by broken down vehicles or accidents on the A34 lead to queues many miles long, and at times the volume of traffic is sufficient to achieve this on its own. Recent measurements of nitrogen dioxide concentrations at locations on either side have been high enough for the Vale of the White Horse District Council to be obliged to declare it an Air Quality Management Area (AQMA). (which makes it obvious what the initials stand for)



The A34 divides the parish in two

The A420 from Oxford to Swindon forms the northern boundary of the Parish, as Botley Road from the Seacourt stream, as the slip road northwards to the intersection with the A34, and then as the Cumnor Hill by-pass. However, the main effect on the Parish is the congestion from Oxford's heavy commuter and other traffic, including the Seacourt Park & Ride, the retail stores on the southern side of the Botley Road, and the industrial park at the end of Ferry Hinksey Road. This frequently causes jams extending along the B4044 (West Way), past Elms Parade.



Eynsham Road (B4044) carries traffic from Farmoor, Eynsham and Witney, including Oxford commuters avoiding congestion on the A40 from the Woodstock Road roundabout. Commuters from Cumnor and Abingdon use Cumnor Hill to avoid potential congestion at the junction of the Cumnor bypass and the A34, and on the A34 slip road.

All other roads in the Parish are narrow residential roads, unsuitable for heavy traffic. North Hinksey Lane has access to the southbound carriageway of the A34 by St. Lawrence's church, and Westminster Way to the northbound carriageway; both are used to some extent to avoid the A420/A34 junction, despite the difficulties of joining a stream of traffic moving at, or often faster than, the 50 mph permitted.

The main residential area within the Parish is the Elms Rise estate, bounded roughly by Westminster Way in the east, Yarnells Hill, Lime Road and Arnold's Way to the south and West Way to the north. The layout of the roads, their limited width, and use by residents for car parking, do not in general lend themselves to through traffic. However, a route through Raleigh Park Road and/or Yarnells Hill, and then Lime Road and Arnold's Way to Cumnor Hill is used by some traffic as a short cut from the A34 northward avoiding Botley. There are four residential culs-de-sac on the north side of West Way: Seacourt Road, Hazel Road, Poplar Road and Elms Road. Tilbury Lane on the north side of Eynsham Road forms the north-west border of the Parish.

Bus routes and services

Much of the Parish is well provided with bus services. The Oxford Bus Company's buses provide regular services to Oxford City and Rose Hill: the 4 service runs hourly from Abingdon and Cumnor and the 4B half-hourly from Cumnor down Cumnor Hill and along West Way. The 4C runs hourly along Eynsham Road from the Dean Court estate, and the 4A service three times an hour takes a one-way route from West Way around the Elms Rise estate, via Westminster Way, Arthray Road, Finmore Road, Crabtree Road, Laburnum Road, Lime Road and then back to West Way via Arnold's Way and Cumnor Hill. Some 44/44A services to Abingdon go southward along North Hinksey Lane to the A34; some return along Westminster Way. Frequencies are much reduced in the evenings and on Sundays. (we could start each service on a new line to make this easier to read?OK try it and see - it may take up rather a lot of room)

The "Brookes Bus" runs half-hourly between the Harcourt Hill campus (Westminster College) of Oxford Brookes University along Westminster Way to West Way, through the centre of Oxford, and thence to Headington and Wheatley. Out of term the evening frequency is reduced.

These are supplemented by a number of inter-urban services, of which the most frequent are Stagecoach's route S1 (formerly 100) to Eynsham, Witney and Carterton (4 per hour in the daytime and twice per hour in the evening) and route 11 to Hanborough, Freeland and Witney (hourly until 1830, no service on Sundays) along Eynsham Road.

The X30 service to Grove and Wantage via Cumnor Hill runs twice an hour until 1830, but with only 5 services on Sundays, and Windrush Transport runs a circular service (63) from Oxford through Cumnor and Appleton to Southmoor, returning via Fyfield and Appleton to Oxford up to six times a day until 1800, but none on Sundays. The 66 service to Faringdon and Swindon skirts the Parish with a stop by the Minns Business Estate on the Botley Road, then taking the slip road to the A420, running approximately hourly, with fewer services on Sundays.

Footpaths

Many roads are bordered by fairly narrow, asphalted pavements. There is a wide pedestrian subway with substandard disabled access beneath the A34 at the end of Montagu Road to the east side of the A34 and Stanley Close. A second subway, with disabled access, goes from Westminster Way, near the intersection with Raleigh Park Road, to its east side, joining a steep path down to North Hinksey Lane, providing access from the west side of the A34 to North Hinksey Primary School and North Hinksey village.



Mural in disabled access Subway



Willow Walk

Willow Walk leads from North Hinksey Lane eastwards across the Seacourt Stream and the flood plain to Ferry Hinksey Road and thence to Oxford City. Part of the width is asphalted, and it is negotiable by pedestrians and cyclists. There are a few short footpaths within the Elms Rise estate, and one or two bridleways for horse-riders.

Car Parking

Many houses in the Parish have garages and off-road drives. Many front gardens have been converted to car standings. Despite these, many cars are parked on the narrow roads of the Elms Rise estate, partly associated with the conversion of semi-detached houses into multi-occupant dwellings, and because drives and garages built in the 1930's and 1950's are not wide enough for modern cars. The presence of two or more working adults in one household often leads to the need for two cars. Adequate off-road parking used to be provided where developers have built flats, but some recent developments appear to have been allowed to

ignore this provision. Some roads close to West Way have been used as free commuter parking by those unwilling to use the Seacourt Park & Ride facility, now free. In one or two places, notably parts of Westminster Way, Arthray Road, Finmore Road and Crabtree Road, parking restrictions (double yellow lines) have been introduced to help bus services, but they are not always observed, and appear not to be policed. Parking on the narrow pavements can force mothers with pushchairs and those in wheelchairs to move into the road.

The Minns Business Estate, the adjacent fast food outlet, and the Seacourt retail development north of the Seacourt Tower have large ungated car parks. The offices on the site of the old Seacourt Hall have parking spaces both beneath and alongside them, and there are reserved spaces around the Seacourt Tower. This area is available for public parking after 6.00 p.m. on weekdays and all day at weekends.

The Botley shops have three car parks, providing 142 spaces for public use, plus 9 for the disabled: an area in front of the parade, which can be accessed from both ends, a large park to the west, accessible from West Way and Arthray Road, with 23 spaces, of which 2 are for disabled, reserved for those working in Westway House, and a further 71 for the general public, including 5 for use of the disabled. To the east there is a more cramped park with only one access and 42 car spaces (3 disabled), 2 for motorcycles, and 7 for bicycles. These public car parks have a 3-hour limit, with no return for 2 hours, and are monitored by parking wardens employed by the VWHDC.

Cyclists

Apart from Willow Walk, the only cycle lanes are along Botley Road and West Way, and Eynsham Road. The westbound cycle lane from the Seacourt bridge by the George public house forms part of the pavement, switching confusingly from side to side at first. At the junction with Westminster Way it then becomes part of the main carriageway to the bottom of Cumnor Hill, where it vanishes.

**Cycle path, or
Snakes and Ladders?
(West Way by The George)**





Although there are cycle lanes on each side of Eynsham Road, they are very narrow. The eastbound cycle lane starts as the inner part of the pavement from Elms Road, turning round the corner into the slip road to the Seacourt trading estate, across which part of the main road is designated as a cycle lane. It then continues as the outer part of the pavement until just before the traffic lights at the junction with the A420. It is normal for cyclists to use the bus lane here. From this point there is no cycle lane until after the Park-and-Ride entrance into Oxford City where proper provision is made up to the junction with Binsey Lane.

A tarmac footpath from the junction of Westminster Way and West Way, suitable for cyclists, runs to the junction of the A34 and the A420 Cumnor Bypass, but no special provisions are made to assist cyclists, or pedestrians, to cross the A420 at this point. The exact location of the crossing is not indicated to traffic approaching from either direction.

3.5 Health and Well-Being

The Parish is quite well provided with health facilities: there is an NHS GP practice, now using a purpose-built surgery at the end of Elms Road. It has up to 4 doctors, 3 nurses, a health care assistant and a phlebotomist, supported by a practice manager and a staff of 8, who serve nearly 9000 patients. Many other patients in the parish are registered with practices in Oxford. The practice has access to a healthcare team, consisting of a community midwife, community nurses, a counsellor and health visitors trained in family and childcare, who are based in West Way House at the west end of the precinct.

Apart from an existing private dental practice, there is now planning permission for a new dental practice in West Way that may be able to take up to 25% NHS patients. There are two opticians, chiropractors and chiropodists.

Further treatments are available from private providers, including acupuncture, allergies, aromatherapy, Chinese foot massage, Daoyin Tao, facial treatments, hot stone therapy, holistic massage, hypnotherapy, kinesiology, massage, osteopathy, Reiki, reflexology, and a sports injury clinic.

The Botley Alzheimers Home in Vale House is a national independent specialist Registered Care Home for older people who suffer from Alzheimer's disease or other dementias. It provides palliative nursing care for 20 residents to the ends of their lives.

3.6 Education

The Parish has a range of educational establishments, from pre-school to University, though the secondary school (Matthew Arnold School) is just across the border in Cumnor Parish.

Pre-Schools

Stepping Stones (Botley) Pre-school

The school was founded in 1972, and is now a registered charity, located adjacent to North Hinksey Primary School. 50 children under 4 years old attend sessions each week, which cover the six learning skills required by government. However,



as a charity, Stepping Stones does not receive educational funding from the government, though it does receive a Nursery Grant for 3-year olds, applied for three times a year. There are 13 staff with qualifications in early years care and education, who also run parenting, learning together, behaviour management and healthy eating courses for adults.

'Out-of-school' care is provided from 7.45-8.45 a.m., with breakfast available for pre-school and primary school children. Pre-school children can have a mid-day meal. There is an After School Club from 3 -6 p.m. for both pre-school and primary school children.

The pre-school shares part of a terrapin building with the Foundation class of North Hinksey Primary School, leased to it on a partnership agreement by the Primary School. The building is poorly sited, and has twice flooded badly. The poor drainage facilities are now being improved to avoid any recurrence.

Elms Road School and Children's Centre

The former nursery school opened in 1943 to enable mothers to carry out war work, and became a Nursery School in 1948. In 2007 it moved into a new building, of which it occupies 3 rooms, and the garden, which it shares with the new Foundation class of Botley Primary School. Its catchment area was also expanded to cover North Hinksey, South Hinksey, Appleton, Cumnor, Wytham, Osney and West Oxford, and it is a member of the West Oxford Schools Partnership, made up of 8 schools, serving a community on the southern and western edges of Oxford.

It is designated as a Children's Centre, and supports parents, carers and children from 0-5 years with a regular programme of courses, including Stay & Play drop-ins, a Baby Group for newborns and their carers, a Baby café, a Toddler Group for 6-18 month babies and their carers, a Young Parents Group and Saturdads. There is an under-6 months group with some health visitor input, and a Family Health drop-in. Advice is available to help parents and carers in their relationships with children and between parents, to access training and work opportunities, and learn about childcare and tax credits. There are 24 staff, and the Centre is used as a training placement for teachers, nursery nurses, early years workers, and a variety of secondary school courses. At present all this is housed in one room, and there is a need for more space, including a small room for confidential interviews and as an office.

The school follows the Early Years Foundation Stage curriculum, which provides care and education from 0-5 years, and sessions run from 9.00-11.20 a.m. and 12.50-3.20 p.m. Parents can pay for extended sessions to cover the time from 9.00 a.m.-3.20 p.m. Meals can be provided on site. The older children can also participate in the Forest School Project at Hill End Forest School, to develop their confidence and independence and enjoy a wide range of outdoor activities. The Friends of Elms Road Nursery School (FERNS) organises social and fund-raising events.



Primary Schools

North Hinksey Primary School

The school was founded in 1857 as a Church School, and moved into new premises with large playing fields in 1971. Since then a hall has been built and two new classrooms. There are currently 190 pupils, with room for 210, in 7 mixed-sex classes, with a teacher for each year group. As well as these 7 teachers and a Head Teacher, there is a Special Needs Co-ordinator, a Sports Coach, 8 Learning Support Assistants, 4 Midday Supervisors, two administrative staff, two kitchen staff and a cleaner.

Visitors entering the school grounds from the office or teachers' accommodation cannot be seen from the main building, which does not satisfy current security requirements. Two temporary buildings, one used for the Pre-School and Foundation Class, the other for final year pupils, do not have toilet facilities, for which pupils must cross the outdoor playground. The governors of the school are currently having plans prepared to improve the main building and provide more appropriate accommodation and better security, though the two temporary buildings will remain.

The school runs a number of clubs in the lunch break or after school, including art, badminton, netball, book club, journalism, French, science, skipping, draughts and chess, computers and cycling proficiency, and has an outdoor timber trail. A Home School Association organises fund-raising events such as a Christmas Bazaar, Sports Day Fiesta, discos, circus training workshops and quiz nights, and aims to provide funding for an 'Outdoor Classroom'.

Botley Primary School

This is a LEA-funded school in Elms Road, opened in 1938, mainly catering for children from North Hinksey and Cumnor parishes, with some from West Oxford. There are currently 250 children, of whom 45 are in the Foundation Class housed in Elms Road School, so that there are places for 65 more children. The school has 11 teachers, a head teacher, 13 teaching assistants, three of whom work with children with a SEN statement, a secretary, bursar and site manager.

In 2007 a new front and two classrooms and resource areas were built onto the old school, providing in total 11 generous classrooms built around a quadrangle, a large hall with a stage, and an ICT suite. However, many of the buildings are in a poor state, with holes in walls and roof leaks, requiring high expenditure on repairs and heating that limits the funds available for other improvements. There is a hard play area, a park play area, a natural area and some 2 acres of grass.

The Foundation Stage class, and shortly, Class 1 as well, visit the Forest School at Hill End once a week, using the natural world and investigative techniques to develop numeric and scientific skills.

A committee of parents and governors runs a 'Botley Out of School Hours Care' scheme, and there are several lunchtime clubs such as boys' and girls' reading, football, netball, recorders, choir, year 6 dance, IT and a Lego challenge club. The Friends of Botley School (FOBS) organise many fundraising events.



Secondary Schools

There are no secondary schools in the Parish, but Matthew Arnold Secondary School is situated on Arnolds Way, just inside Cumnor Parish, and many children from our Parish go there. It currently has 1068 pupils from all over Oxford and West Oxfordshire, and is a Specialist Science School.

Universities

The Harcourt Hill campus of Oxford Brookes University is home to a number of students, and used by many more. It has some excellent sports facilities, which are open to the public at specific times.

Adult Education

The University of the Third Age (U3A) operates in the Parish. Oxford Adult Learning (Cumnor), a County Council Service, is based at Matthew Arnold School. It organises a variety of adult learning classes on Saturdays and in the evenings on the school premises.

There are a number of organisations and tutors operating in the Parish who provide private tuition.

3.7 Sport & Leisure

Sport

The main sporting facilities in the Parish are associated with the Oxford Brookes Harcourt Hill campus, which has a newly refurbished Sports Centre, with AstroTurf, gym, climbing walls, sports hall, as well as a 25-metre swimming pool, golf course, outdoor tennis courts and several football pitches. The centre is open to the public at certain times, and the facilities can be used for a modest charge. Part of the Hinksey Heights Golf Club is located within the Parish.

There is a football pitch on the Upper Louie Memorial Playing Field, and a pavilion, which can be hired through the Parish Council. The Botley Boys and Girls Football Club plays at the Fogwell Road ground off the Eynsham Road, in Cumnor Parish.

Oxford Rugby Club's grounds are located at the southern end of North Hinksey village. Their grounds are available to members, and are also used by the Oxford Harlequins and Oxford Women's Rugby Club. An American Football team also plays there, and it is home to an archery club.

Between North Hinksey village and the Rugby Club is the Oxford Sports Lawn Tennis Club, which is a membership club. There are no public tennis courts in the Parish.

Leisure

The Parish has several recreational areas, of which the largest is the Louie Memorial Playing Field, with extensive views over Botley to Wytham, Port Meadow and as far as Upper Heyford.

Raleigh Park, situated within the Parish, is owned and maintained by Oxford City Council, provides a wilder area with excellent views over the Ferry Hinksey industrial estate to Oxford City. At times the Park is grazed by cattle to help control the undergrowth. The extensive grounds associated with Oxford Brookes University at Harcourt Hill provide further opportunities for walking, and views towards the downs and the Chiltern Hills. A small nature reserve has recently been opened on the east side of North Hinksey Lane, adjacent to the allotments and the Minns Estate.

There are few centrally-located leisure facilities, but there is a recently refurbished playground for the under-12s on the lower part of the Louie Memorial Field.



**Louie Memorial Field, showing playground for children under 12
View looking north across Port Meadow to Upper Heyford**

The 15th Oxford Scouts and Cubs meet weekly at the Baptist Church in Westminster Way. Their Beaver Group will reform when a new Leader is found. The 4th Oxford Scouts meet in the Scout Hut in Arnolds Way. There is a camp at Hill End on the road to Eynsham, and the internationally-known Youlbury scout camp just outside the parish at Boars Hill.

Horse-riding, with professional tuition, is available at the Old Manor House Riding School in North Hinksey Lane; they also provide riding for the disabled.

The Parish has three public houses: *The George*, on West Way beside the Seacourt Stream; *The Seacourt Bridge* on West Way opposite the shopping centre, and *The Fishes* in North Hinksey village. The former *Fair Rosamund* in the centre of the Elms Rise estate was knocked down a few years ago and replaced by four blocks of flats. This large estate therefore has no community facility actually within its boundaries, and there is no public house between Elms Parade and Cumnor village, Wytham or Swinford Bridge.



Clubs

As well as the Scouts and formal sports clubs mentioned above, there are many other clubs.

For the young:

The Botley Baby & Toddler Group; Sticky Fingers; Tumble Tots; 1st West Oxford Rainbows; Brownies; Cubs; several after-school clubs.

For youths:

The Matrix Youth Project, Scouts, Guides, Botley Boys & Girls Football Club.

For senior citizens:

Over-60's Club and Over-60's Lunch Club; seated exercise classes; National Association of Widows Group; Age Concern; U3A; Books on Wheels.

For all ages:

Whist drives; Botley Townswomen's Guild; Botley Women's Institute; Botley Singers; Botley Community Theatre; Botley Health Walks; Parkinson's Disease Society; North Hinksey Horticultural Society; North Hinksey Art Group; the Mothers' Union.



4 Consultation

4.1 Activities and Responses

The first stage of the Plan involved sending out a questionnaire to every household and business in the parish, together with a reply-paid envelope. Over 20% (363) of these were returned, and provided the basic information for the Plan. The first action was to set up a monthly newsletter (*The Sprout*), delivered free to every household in the parish, providing a means of informing the community of the progress being made by the Steering Group, highlighting issues on which we needed parishioners' views, and asking for their comments. This is now paid for by commercial advertising, allowing it to continue as an independent publication after the Parish Plan is completed.

Reports of progress were also placed on the Parish Council website to facilitate access by parishioners. However, in the last year a separate Parish Plan website (www.nhpp.wetpaint.com) was set up to accommodate the larger number of documents being produced, and allowing comments and corrections to be made on line.

Parish Plan stands were set up at each summer North Hinksey Festival, Christmas Fairs in the Shopping Precinct, and the North Hinksey Horticultural Show to display the work of the Steering Group, acquire additional information, and validate that already gathered. In view of the period of time elapsed since the original questionnaire, a "Love it - Hate it" survey was carried out by Steering Group Members in the Shopping Precinct (and copied in *The Sprout*) in late 2007. The results of this (see section 4C below) confirmed the concerns raised earlier.

Reports were made at the Parish Council Annual Meetings to summarise and supplement those made by Parish Councillors on the Steering Group

Throughout the consultation process numerous interviews and discussions were carried out with parishioners and stakeholders.

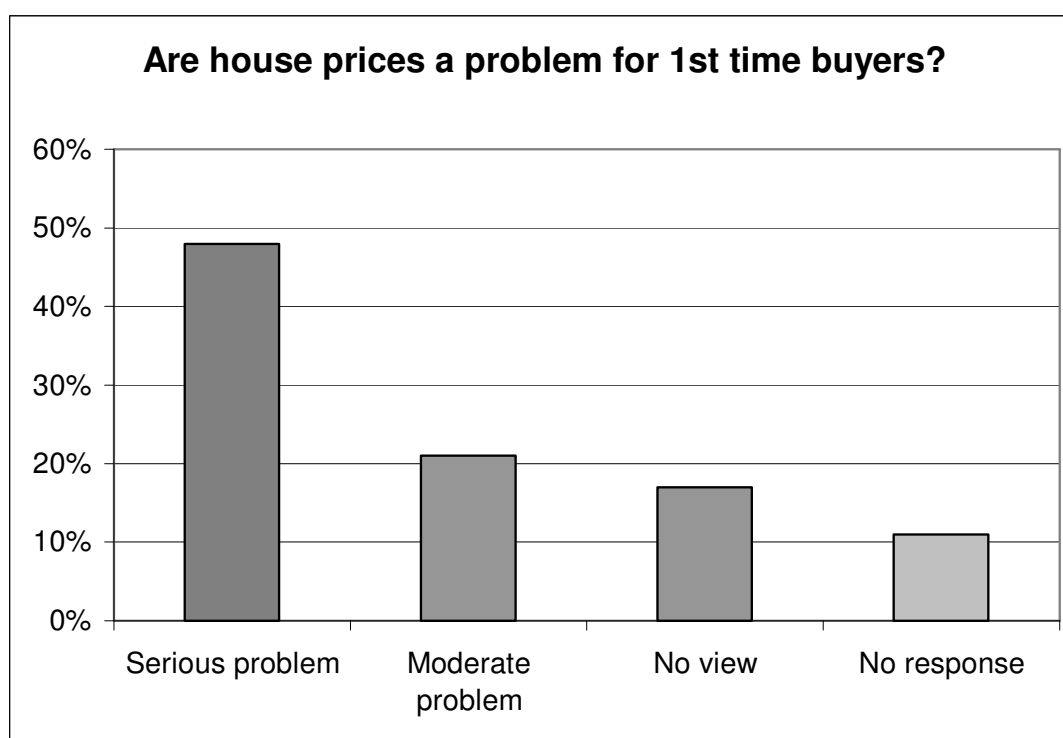
The questions and responses to the questionnaire are set out below in sections 4.2 through 4.7. The questions were originally in a different order to that used below, which corresponds as closely as possible with the Working Group numbers listed in Section 2. An extra sub-section is required for Health and Well-being, for which there was no separate Working Group.

4.2 Housing and Infrastructure

Only one question was asked about housing:

1. Do high house prices cause a serious problem for first-time buyers in Botley?
(serious problem/moderate problem/no problem/no view)

Responses: Only 11% (38) did not reply, though a further 17% (63) had no view, and 3% (11) thought it was no problem. 48% (174) thought it a serious problem, and 21% (77) a moderate problem. Of those replying, 80% (47/59) and 87% (91/105) in the age ranges 25-40 and 40-60 respectively thought it a serious or moderate one. However, replies to other questions showed some concern about the number of new houses proposed or being built, the density of these developments, and the conversion of family houses into multiple occupancy rented accommodation.

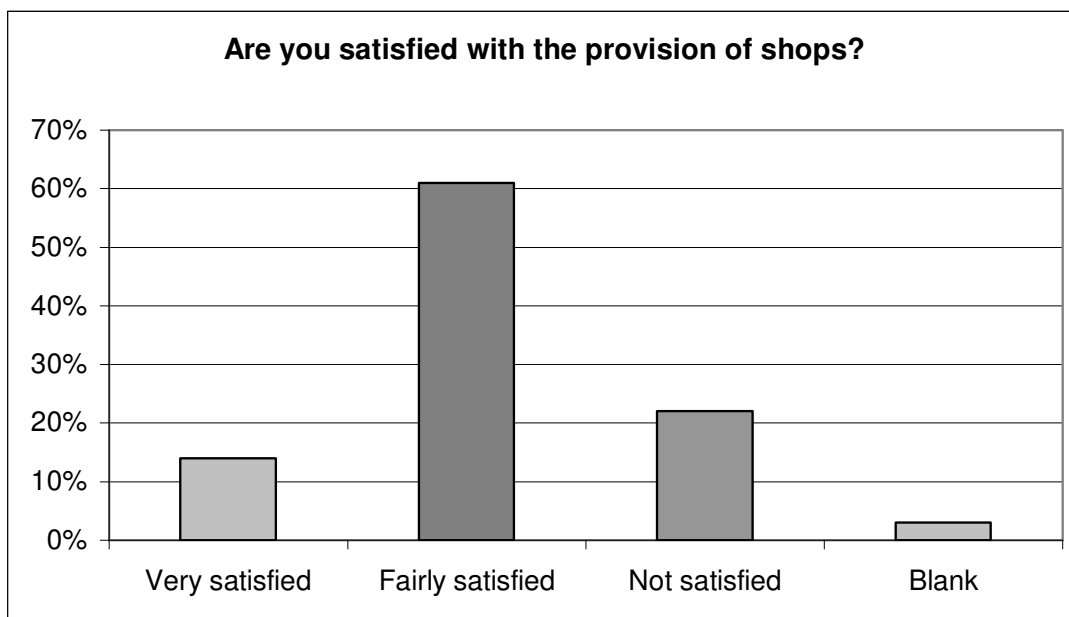


4.3 Shopping

Three main questions were asked:

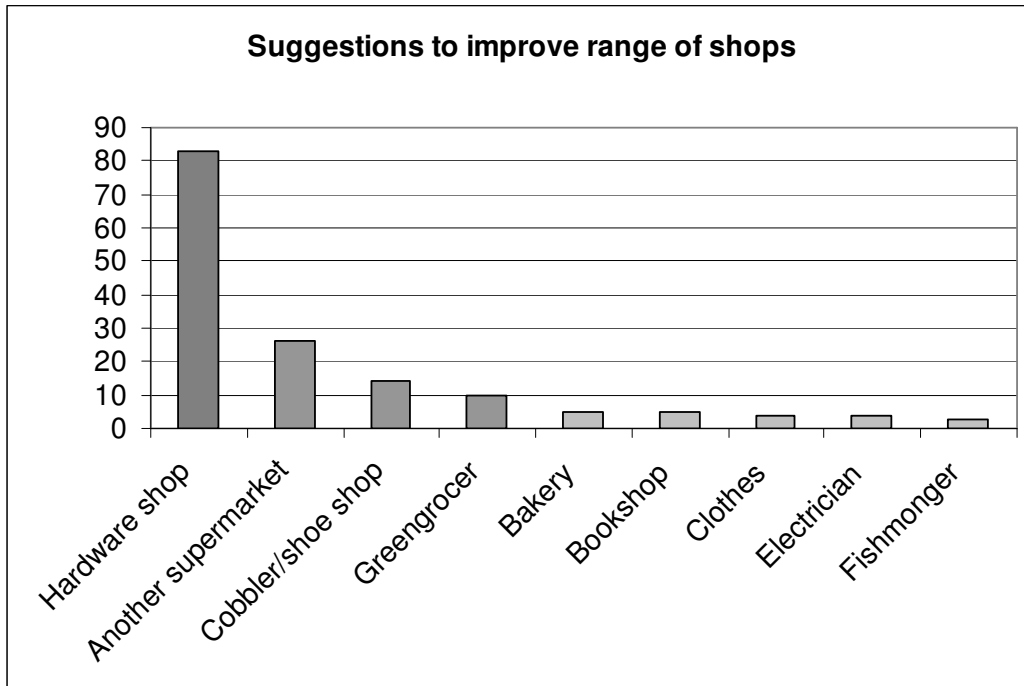
1. Are you satisfied with the provision of shops here? (very satisfied/satisfied/ not satisfied)

Responses: Only 3% (11) did not reply; 22% (80) were not satisfied; 61% (221) were satisfied; 14% (51) were very satisfied.



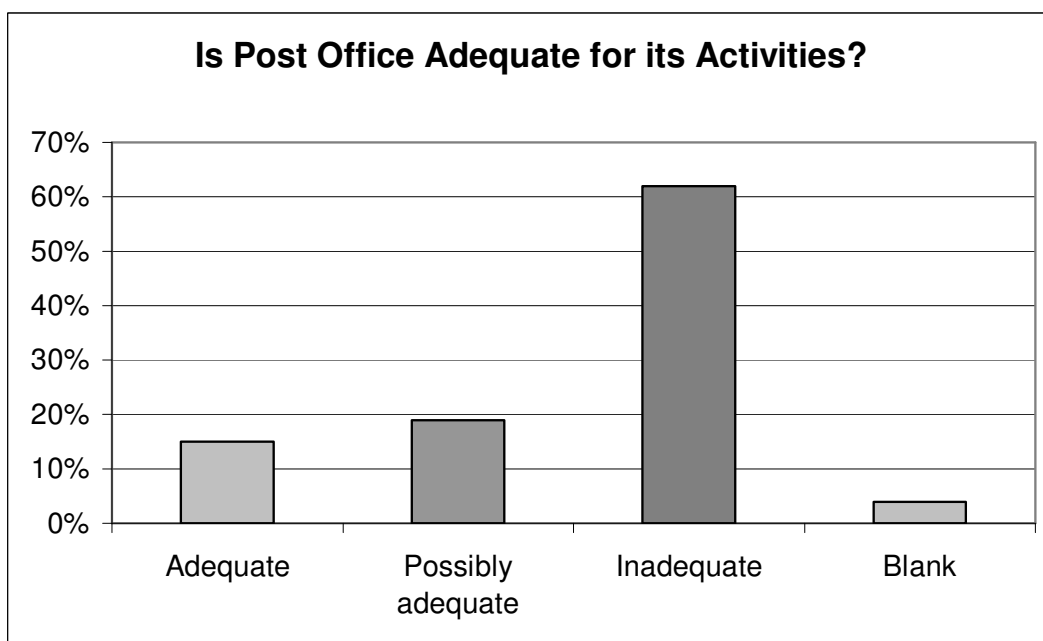
2. Have you any suggestions to improve the range of shops?

Responses: Several people made more than one suggestion. The most numerous suggestions (83) were for a hardware shop; a very much used small hardware/ haberdasher's shop had just closed due to retirement of the proprietors, and not been replaced at the time of the survey. The next most numerous (26) were for another supermarket to provide better competition for the Co-op, whose prices were felt to be high, and service unsatisfactory in some respects. There were also 16 general requests for more shops. Specific suggestions included a cobbler/shoe shop (14), greengrocer (10), bakery (5), bookshop (5), clothes (4), electrician (4) and fishmonger (3).



3. Is the Post Office premises adequate for its various activities? (yes/possibly/no; space left for comments)

Responses: Most responded to this question, and comments about queues sometimes stretching out on to the pavement showed that the Post Office is very well used. There were a number of suggestions that more space would be appreciated by customers.



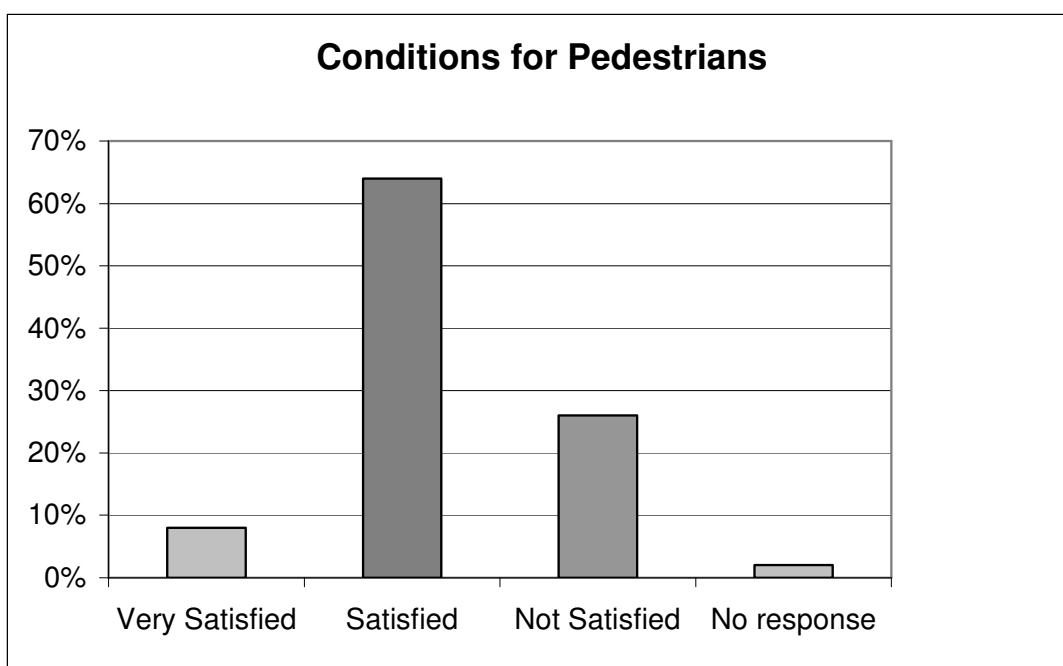
4.4 Transport

The questions in the survey were listed under four headings: Pedestrians, Buses, Car Travel and Cyclists

Pedestrians (three questions)

1. How would you rate the conditions for pedestrians in and around the North Hinksey/Botley area? (very satisfied/satisfied/not satisfied. *Also Any comments?*)

Responses: All but 2% (7) of those surveyed replied. 8% (29) were very satisfied, 64% (233) were satisfied, and 26% (94) were not satisfied.



2. Do you encounter difficulties caused by other road users e.g. motor vehicles, cyclists etc? Please comment briefly on the nature of the difficulty.

Responses: Despite the relatively high apparent level of satisfaction, 69% of the replies (250) reported difficulties, with almost equal levels from age group 25-40 to over-70 years. Major areas of difficulty were with parking, particularly on double yellow lines, pavement condition, and cycling on pavements. Car parking on pavements was also highlighted, as was overgrowth of vegetation. Particular trouble spots were North Hinksey Lane, crossing Eynsham Road and the roads round the shopping centre.

3. What changes would best improve conditions for pedestrians?

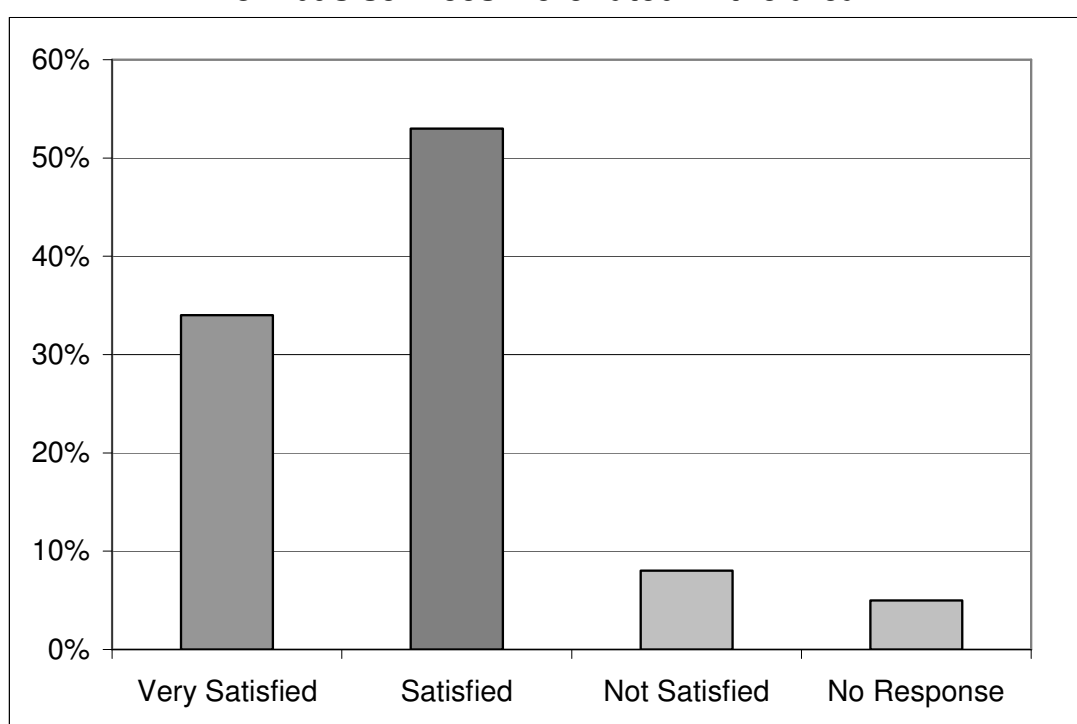
Responses: These included separating cyclists from pedestrians, introducing residents' parking schemes, banning cars altogether from Elms Parade, or only allowing one-way traffic along it.

Buses (two questions)

1. How would you rate the bus services in the Botley area? (very satisfied/satisfied/ not satisfied. Also Any comments?)

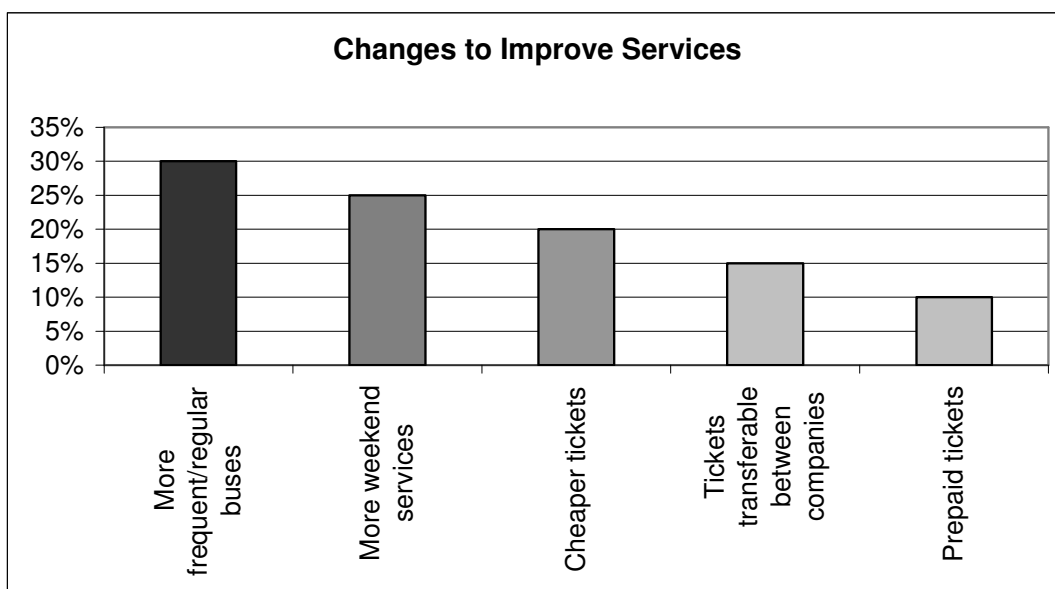
Responses: Only 5% (18) did not reply, 34% (123) were very satisfied, 53% (193) were satisfied, and 8% (29) were not satisfied. Similar results were given in each age group. Two-thirds (242) made no comment. 25 thought the fares too expensive, there were 11 requests for more 4A services, and 6 and 8 comments respectively about poor timekeeping and how few bus services there were in the evening.

How bus services were rated in the area



2. What changes would most improve bus services in our area?

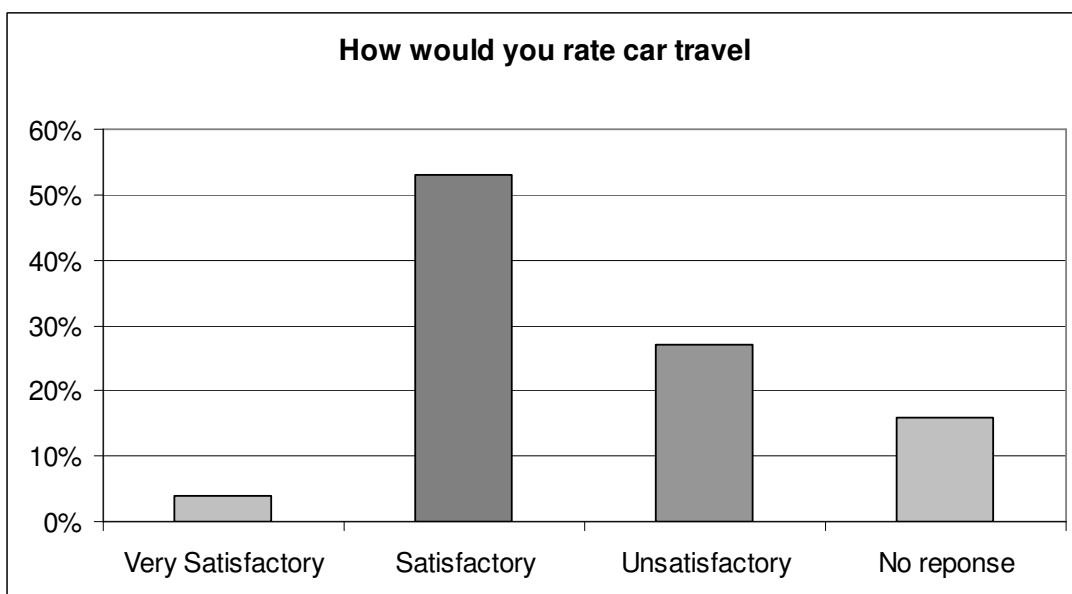
Responses: 66% (240) did not reply to this question. The largest number of changes recommended more frequent, regular or weekend services. Others asked for cheaper tickets (especially to Oxford City), and many wanted tickets to be transferable between bus companies, or for prepaid tickets or carnets to be sold.



Car Travel (four questions)

1. How would you rate car travel in and around the Botley area? (very satisfactory/satisfactory/unsatisfactory. Also Why?)

Responses: 16% (58) did not reply. 4% (15) thought conditions were very satisfactory, 53% (192) satisfactory, and 27% (98) unsatisfactory. Those in the 25-40 and 60-70 age groups found conditions least satisfactory.



2. If you are a motorist who encounters difficulties, are these mainly associated with the A34 bypass or with more local roads?

Responses: 45% (165) did not reply. The road causing the most problems was the A34 (18%, 63 replies), closely followed by Botley Road/West Way and associated junctions (17%, 62 replies).

3. Do you encounter difficulties caused by other road users e.g. pedestrians, buses, cyclists? (space for brief comment on the nature of the difficulty)

Responses: 62% (225) had no view. Cyclists appeared to cause the most difficulties (10%, 36 replies), followed by parked vehicles (8%, 27 replies).

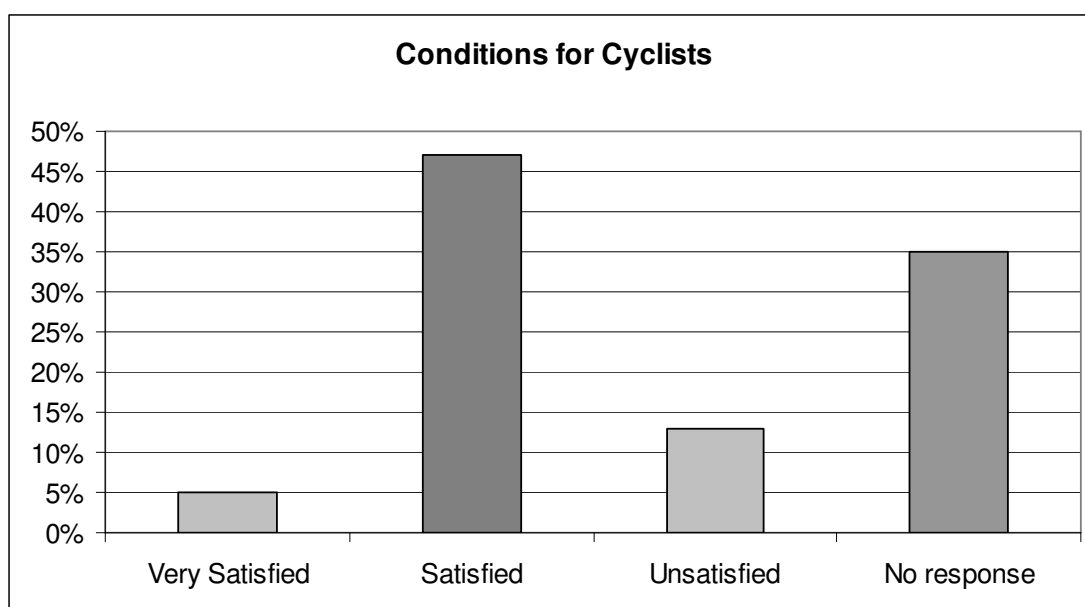
4. What changes would most improve conditions for motorists?

Responses: 58% (209) either had no view or thought the present system adequate). Control of parking on double yellow lines was most frequently mentioned, followed by changes at the junctions between West Way and side roads around Old Botley. Introduction of a one-way system around Elms Parade was suggested, as was making the A34 a motorway, having a roundabout at the junction of Eynsham Road and Cumnor Hill, and provision of more parking.

Cyclists (three questions)

1. How would you rate the conditions for cyclists in and around the North Hinksey/Botley area? (very satisfactory/satisfactory/unsatisfactory)

Responses: 35% (127) did not reply, the others came almost equally from all age ranges. Only 5% (17) were very satisfied, 47% (171) satisfied, and 13% (48) unsatisfied.



2. Do you encounter difficulties caused by other road users e.g. pedestrians, buses, motorists etc? (space for brief comment on the nature of the difficulty)

Responses: 74% (270) either had no difficulties or did not reply. Three main topics were mentioned: the inconsistency of lane markings in some places and lack in others; buses driving too close to cyclists (some claimed that buses and cyclists were incompatible), and dangerous junctions of West Way with North Hinksey Lane and Eynsham Road.

3. What changes would most improve conditions for cyclists?

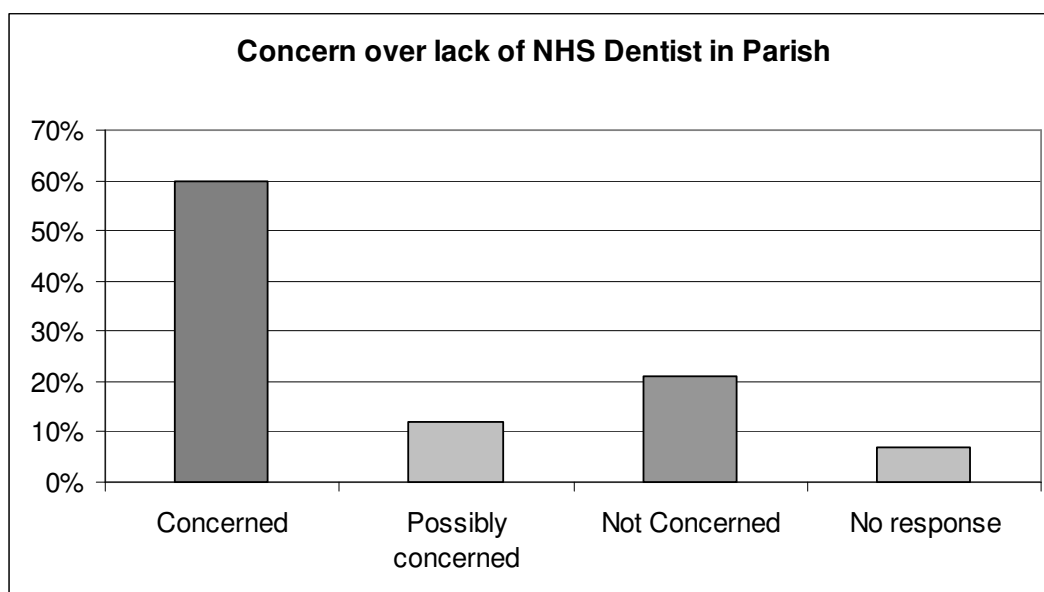
Responses: 70% (255) did not reply. Requests were made for better markings on existing cycleways, continuous cycleways that did not disappear when the road narrowed, and more cycleways. More cycle racks were needed. The dangerous situation by the Oxford Rail Station bridge was mentioned several times (not in North Hinksey parish, but clearly of concern to a number of residents).

4.5 Health

Two main questions were asked:

1. There is no NHS dentist in Botley, does this concern you? (yes/possibly/no) If you go to a dentist, where is this?

Responses: Only 7% did not reply. Of the remainder, 21% were not concerned, 12% possibly concerned, and 60% concerned. The proportion who were concerned increased with age group. Some travelled more than 100 miles from Oxford to their dentist.



2. Do you consider the access road to the doctors' surgery satisfactory? (very good/good/fair/not very satisfactory)

Responses: Many were unhappy about the access, which is complicated by the school being in the same road. There was much criticism of parking in the road, particularly at the start and end of school times.

4.6 Education

There were two questions:

1. Respondents were asked to rate five educational establishments, adult education classes and library services as very good/good/fair/not very good or no view.
2. Have you any other comments on education?

In most cases, the rating of library services excepted, fewer than 50% replied.

Only 18% (65) replies contained any comments on education, with no main themes or consistency, e.g. those on primary education ranged from "very good" to "unambitious, unexciting, complacent, accept low standards".

The overall conclusion from these results appears to be that, on the whole, parishioners are happy with the schools in the parish. The results are likely to vary much more with time than with other questions asked, since school performance depends upon the teachers in post at the time.

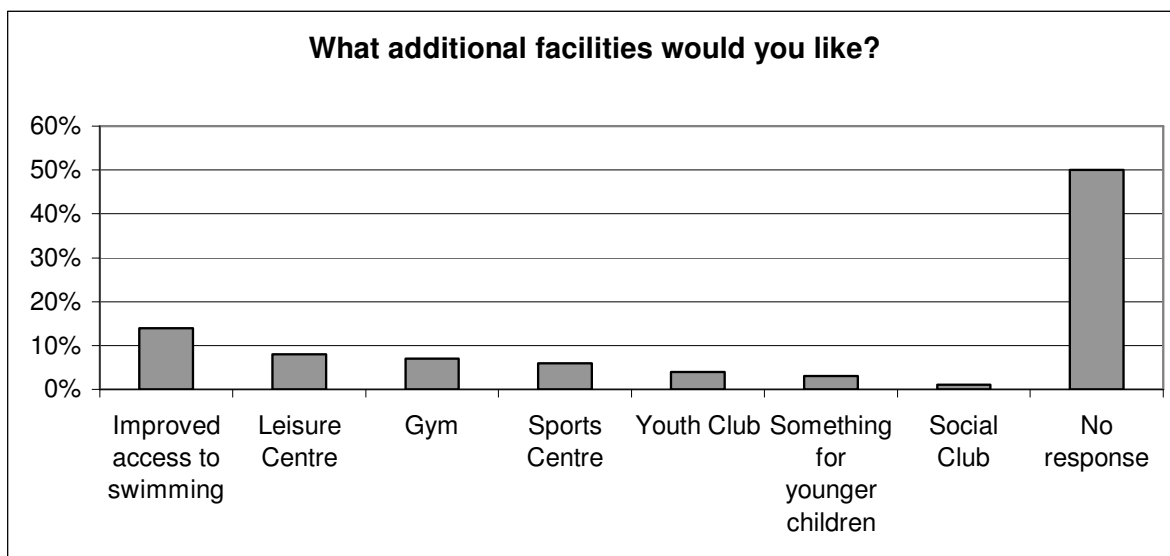
In view of the relatively low number of comments, it was decided to hold direct discussions with representatives of the library and of the schools listed above, to get their views on the current position and needs for future developments. The results of these discussions are summarised in sections 3.6 above and 5.2 below.

4.7 Sport & Leisure

Five main questions were asked:

1. What additional facilities would you like to see in Botley?

Responses: 50% (182) did not reply. 14% (51) either wanted a swimming pool, a larger pool, or better access to the Brookes University swimming pool at Harcourt Hill; 8% (29) wanted a leisure centre, 7% (27) a gym, and 6% (21) mentioned a sports centre. 4% (14) asked for a youth club, 3% (11) something for younger children, and 1% (4) a social club. There were 5 requests for tennis, 4 for badminton, 3 for yoga, 2 for squash (2) and 2 for skateboarding. The replies were very similar over all age ranges.

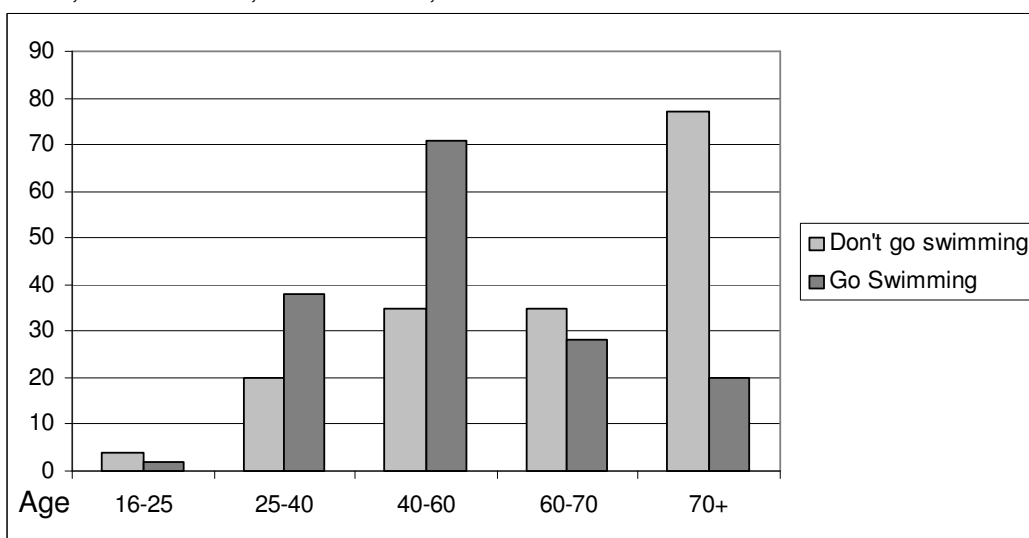


2. The Parish Council is seeking to replace the old pavilion at the sports field. It has been vandalised on numerous occasions. Do you have any comments?

Responses: Comments were evenly divided between "get on with it" and "don't throw good money after bad".

3. Do you go swimming? (yes/no; if yes, where do you go?)

Responses: 9% (32) did not reply. 47% (172) said no. 44% (159) said yes, with a wide variety of pools in Oxford, both public and private (sports clubs), and Abingdon mentioned. The no/yes ratios by age group were: 16-25: 4/2; 25-40: 20/38; 40-60: 35/71; 60-70: 35/28; 70+: 77/20.



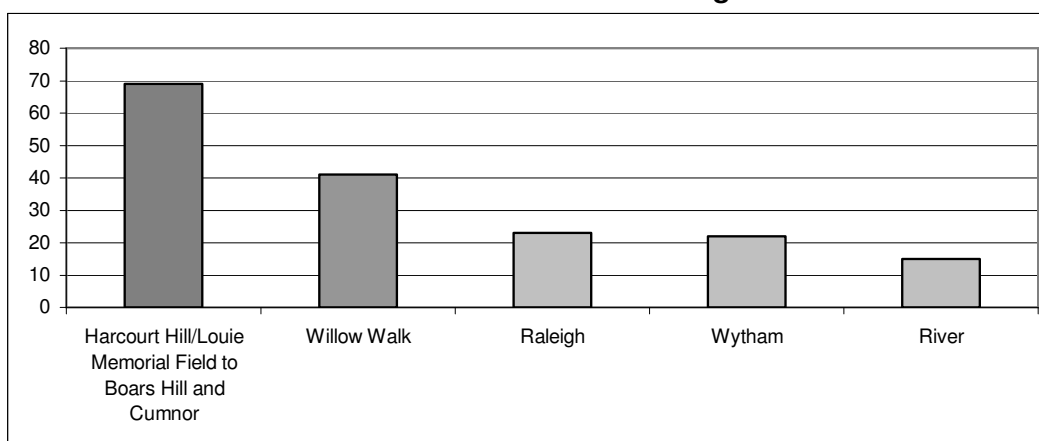
4. Are you happy with the availability of meeting halls in Botley? (space left for suggestions)

Responses: 47% (170) did not reply. 3% (12) were not satisfied, and 50% (181) were satisfied.

5. Do you have favourite places for walking? If so, where?

Responses: 43% (156) did not reply, with few differences between age ranges. Some of those who replied mentioned more than one place. These included a wide range of local areas, as well as Cumbria and the Lake District. Most popular were the regions to the west of the parish, from Harcourt Hill and the Louie Memorial Playing Field to Boars Hill and Cumnor Hurst (69 replies), then Willow Walk (41), Raleigh Park (23), Wytham (22) and the river (15).

Favourite Places for Walking



4.8 Follow-up consultation: "Have Your Say" survey

A "Have Your Say" survey of public likes and dislikes of living in Botley, and suggestions for improvements, was carried out on the morning of Saturday 3rd November 2007 in the Botley shopping centre, mainly in the precinct. Members of the public were asked to complete a short questionnaire, listing up to 3 things that they liked and 3 things that they disliked about living in North Hinksey/Botley, and 3 things they would like to see improved in the future. They were asked to provide their postcode, gender, and age range to ensure that the results reflected a mixture of people from the parish. They were also invited to provide their name and telephone number if they wanted to find out more about the Parish Plan or offer some help. The numbers of respondents in each range were:

Under 20: 5; 20-30: 5; 30-40: 16; 40-50: 15; 50-60:16; 60-70: 25; 70-80: 7.

Not all respondents provided their age, but the numbers to some extent reflect the spectrum of ages of those who use the precinct, which in turn reflects the types of shops used by each age range. It appeared, from trying to catch the eye or directly approaching precinct users, that younger people were somewhat less willing to take part.

Summaries were made of likes and dislikes, using keywords for easy sorting, plus a brief comment to expand the like or dislike where necessary. The improvements were recorded as comments. Where improvements were suggested without any



corresponding dislike being recorded, an appropriate entry was made in the dislike column. A total of 235 likes, 228 dislikes and 165 suggested improvements were made, many of them made several times.

Likes

Some 27 keywords were used. The numbers of times these occurred were counted. Those occurring more than 9 times, in order of decreasing frequency, were:

(1) **Shops** (53); this appeared to relate in particular to the convenience of having shops close by. A small number referred to the range of shops; many more (see below) wanted to see more shops.

(2) **Friendly** (41); this included not just friendliness, but also a good sense of community.

(3) **Countryside and Views** (30); the ease of access to the countryside and the rural atmosphere are clearly much appreciated.

(4) **Near Oxford** (27); many like being close to Oxford, confirming that many look towards Oxford rather than Abingdon as their main centre.

(5) **Buses** (24); this is probably related to the previous item, reflecting the relatively large number of buses to and from the city. However, there were a few adverse comments about the relatively poor service in the evenings and on Sundays, and the high cost.

Dislikes

Some 39 keywords were used, reflecting a wider range of dislikes. Those occurring more than 9 times were, in order of decreasing frequency:

(1) **Shops** (37); criticisms included a desire for a greater range of shops (greengrocer, haberdasher, a second supermarket, ironmonger, toyshop, clothes shops, shoe shop were all mentioned), the outdated and down-at-heel feeling of the shopping precinct (one respondent compared the precinct to Blackbird Leys "in the old days"). There were separate comments about the uneven paving, and three of those interviewed had fallen in the precinct recently, one three times. Not included in the above were more general complaints about *Pavements* (7). Cycling in the precinct was a problem. See also *Litter* below.

(2) **Traffic** (28); this included the general level, mainly in West Way and Botley Road. In addition there were 7 mentions of the A34 as a dislike. There were also 3 complaints of *Speeding*, and 6 complaints by cyclists.

(3) **Litter** (20); most were non-specific; the precinct was, however, mentioned several times.



(4) **Amenities** (17); of particular concern were green areas and places for younger and older children, but also the need for more schools and doctors to go with more houses, the absence of a family social club, and of a gym or leisure centre.

(5) **Parking** (16); particular complaints were made about parking on double yellow lines in Chapel Way and Church Way, parking at the Coop and in Arthray Road, and on verges, as well as by commuters. The rule of no return at the shopping centre for two hours, subject to a £50 fine, even if you had only parked for a short time, but then had to return briefly to buy something that you had forgotten, was felt to be unfair. There was a request for more space.

(6) **Infilling** (16); this term was used to include both specific dislikes about increasing the density in brownfield sites, and the numbers of new houses being, or to be, built. Concerns were expressed about the number of new houses and conversions, and the lack of infrastructure to support them. The increase in short-term renting was felt to reduce the sense of community.

5 Issues

5.1 What we like about North Hinksey

It is clear from the questionnaires and subsequent discussions that most people who live here like it. Many on the Elms Rise estate have been here since it was built in the 1950's, and a large number of the responses have come from over-60's.

Shops The variety of shops in the shopping centre is much appreciated, particularly by older citizens.

Schools There is a good selection of pre-schools, primary schools, and a secondary school in the neighbouring parish.

Friendliness Many people mentioned the general friendliness and sense of community in the parish. Since this depends upon people putting roots down in the community, it is not clear how this is being affected by the increasing proportion of houses that are let for short terms.

The countryside The parish is very fortunate to have ready access to both river and hill walks, and many residents appreciate this.

Closeness to Oxford City Clearly many in the parish take part in the many cultural and other activities that take place in the city, while not neglecting those that are organised within the parish.

Buses This refers mainly to the generally good services to Oxford, from which further transport is available, particularly by rail.

5.2 Issues: Social

Housing and Infrastructure

(H1) There is concern that the current infrastructure (health, schools, shops) will not be adequate to support the planned increase in population

(H2) Where substantial new developments are planned some sort of community facility or shop should be provided to provide a focus, and increase sustainability by reducing the number of journeys required as part of daily life.

(H3) There is concern that the number of new high-density developments are changing the character of the parish

(H4) The increase in numbers of graffiti (mainly tagging) around the parish on both public and private property needs to be reversed

(H5) Will the doctor's surgery expand to serve the planned increase in population?

Education

(Ed1) The Library needs larger premises



(Ed2) Cars in Elms Road at school starting and leaving times are hazards for children.

(Ed3) Botley Primary School has to spend too much money on mending the basic fabric, which needs repairing.

(Ed4) Staff cannot always see visitors entering NH C of E Primary School

(Ed5) Some pupils at NH C of E Primary School have to cross the playground to reach toilet facilities.

(Ed6) Parents parking on pavements while dropping off and picking up pupils at Matthew Arnold School cause congestion and inconvenience to other road users and danger to other pupils.

(Ed7) Matthew Arnold School pupils use playground equipment designed for small children in the Lower Louie Memorial Playing Field.

Sport & Leisure

(L1) The parish has no youth club open from after school hours to late evening to provide activities and a social centre for young people

(L2) The parish needs a community centre/social club (e.g. as in Wolvercote or Charney Bassett), with long opening hours, for senior citizens and for youngsters (youth club, indoor games hall, gym, internet access)

(L3) Public access to Brookes University sports facilities on Harcourt Hill campus needs to be improved.

5.3 Issues: Economic

(Ec1) Although many consider the range of shops in Elms Parade and the precinct to be reasonable, many parishioners would welcome an even wider range. Shops mentioned included a hardware shop or ironmonger, greengrocer, haberdasher, cobbler, baker, bookshop, electrical goods and repairs, and a fishmonger.

(Ec2) Many parishioners would like another supermarket to compete with the Co-op

(Ec3) The Post Office is widely considered to be too cramped for the volume of business transacted, which may impact on the level of service provided.

(Ec4) Internet provision in some parts of the Parish is very slow.

5.4 Issues: Environmental

(En1) The provision of sewerage in the Parish needs to be improved to prevent overflows after heavy storms

(En2) The amount of litter needs to be reduced

(En3) Passage along pavements is too often hindered by overhanging trees and shrubs

(En4) The shopping precinct is felt by many to have an out-of-date and run-down appearance, the walking surface is too uneven, and badly lit at night.

(En5) Small informal green areas in the parish should not be used for parking.

(En6) Better river flood control is needed to avoid flooding in Old Botley, North Hinksey Lane and Willow Walk

5.5 Issues: Transport

This was the area which raised the greatest number of concerns in the questionnaire.

Roads - A34

(R1) Those who live along the east side of the road or in Stanley Close find leaving or joining the A34 dangerous, due to the uncontrolled speed and volume of traffic; enforcement of the 50 m.p.h. speed limit might help this, but HGV drivers regularly drive too close behind vehicles, making it difficult to slow down safely.

(R2) It is feared that the declaration of an Air Quality Management Area in the immediate vicinity of the A34 will reduce house values.

(R3) The frequent hold-ups due to accidents or the sheer volume of traffic on the A34 lead to unacceptable hold-ups on many other roads in the region.

Roads - West Way/Botley Road

(R4) The frequent congestion all along the roads during the day leads to long journey times

(R5) The complicated intersections from North Hinksey Lane to the Park & Ride entry/exit are potential sources of danger to pedestrians, cyclists and all road users.

(R6) The present positioning of the entry/exit to the Seacourt Park & Ride hinders the flow of traffic along the Botley Road and West Way.

Roads - North Hinksey Lane and Westminster Way

(R7) The use of these roads as slip roads to access the A34 creates noise and hazards from the volume and speed of traffic.

(R8) Traffic exiting from the Curtis Industrial Estate and the Hinksey Business Centre on North Hinksey Lane often takes no notice of vehicles and cyclists going along the Lane.

(R9) Parking around North Hinksey C of E Primary School by parents dropping or picking up children creates dangers for the children and other road users.

(R10) Traffic driving through North Hinksey village, particularly to the sports grounds, goes too fast and appears unaware that most of the road is shared with pedestrians

(R11) The chicane on Westminster Way opposite Montague Road, due to the former bus stop on the northbound A34, now used as an emergency lay-by, creates problems and hazards for traffic on Westminster Way. The glass panels in the noise abatement partitions are an inadequate solution to this problem.

Other roads

(R12) Relatively fast-moving traffic around the roads in the shopping area, coupled with parking on double yellow lines and a lack of proper pedestrian crossings make crossing the roads dangerous, particularly for the many senior citizens who use the shopping centre.

(R13) Vehicular access to the doctor's surgery needs to be improved

Bus routes and services

(B1) The current price of £1.80 for a single journey to Oxford City is high compared to fares from other places within the ring road, and discourages the use of buses.

(B2) Stagecoach, Oxford Bus Company and Park & Ride tickets should be usable interchangeably.

(B3) Bus services in the early mornings, evenings, and on Sundays need to be more frequent.

(B4) The bus service to North Hinksey village needs to be improved.

(B5) There is a need for a bus shelter at the bus stop at the junction of Laburnum Road and Lime Road

(B6) Bus timekeeping needs to be improved

(B7) There is no bus stop for the U1 (Brookes Bus) going to Harcourt Hill between the shopping parade and Raleigh Park Road

(B8) Smaller buses would be more appropriate on the narrow roads in the parish

Footways

(F1) The footways along Westminster Way and West Way and some other locations are uneven and in need of repair.

(F2) Passage along some footways by pedestrians, parents with buggies and vehicles used by disabled persons is made difficult by some residents who allow their hedges to overgrow the footways.

(F3) There is no footpath along some parts of North Hinksey Lane

(F4) Extension of the footpath along the west side of Westminster Way to the bottom of Harcourt Hill is needed to improve pedestrian access to Raleigh Park.

(F5) Cycling on footpaths and in the shopping precinct is dangerous for pedestrians and needs to be controlled.

(F6) Parking by commercial and other vehicles on footways in West Way, Yarnells Hill, Sweetman's Road, Crabtree Road, Beech Road and North Hinksey Lane, and elsewhere by parents picking up children from school may expose some footway users to unnecessary hazards by forcing them to walk in the road.

(F7) Parking on grass verges in some roads is causing damage and degradation of the environment.

(F8) The uneven paving in the shopping precinct, which has caused some senior citizens to fall, and in some cases to be hospitalised, needs to be levelled.

(F9) Pedestrians and cyclists going to and from Wytham and North Oxford face great difficulties and dangers when crossing the Cumnor Hill Bypass due to the absence of any proper signposting at the designated crossing point.

Existing Footpath and cycle crossing of A420

There are no 'on the road' markings, just the path as shown, which is not easily seen by drivers.

The only signpost is on the A34/A420 roundabout on the drivers right and before the A34 entrance, i.e. wrong side of the road for drivers to see, and not visible to drivers turning from the northbound A34 on to the A420.



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Parking

(P1) Buses, cars and other vehicles experience difficulties in proceeding along the narrow roads in the parish due to parked cars, often when spaces are available in private drives.

(P2) Non-residents cause parking problems for residents by parking in some roads, particularly in Arthray Road, St. Paul's Crescent, North Hinksey Lane, Hurst Rise Road and Seacourt Road to avoid using the Park & Ride, or where there is inadequate parking for commercial premises.

(P3) Parking on double yellow lines around the shopping precinct is hazardous for senior citizens and others crossing the road, as well as for other vehicles

(P4) Fining the owner of a vehicle, which returns to the shopping precinct parking areas after only a brief visit (e.g. if he or she has forgotten something) is felt to be unfair.



Cyclists and Motorcyclists

(C1) There is a lack of cycle lanes, particularly along Cumnor Hill, Westminster Way and North Hinksey Lane.

(C2) Some cycle lanes are too narrow to be safe.

(C3) There are inconsistencies in the positioning of some cycle lanes on pavements and at bus stops (e.g. along Botley Road/West Way), leading to conflicts with pedestrians on pavements and at bus stops (e.g. along Botley Road/West Way)

(C4) Discontinuities in cycle lanes, particularly when the road narrows, reduce their value.

(C5) Cars parked on pavements on hills can force cyclists pushing their cycles to walk into the road.

(C6) The absence of clear markings of cycle priorities at intersections along Botley Road and the entrance to Curtis Industrial Estate and the Hinksey Business Centre in North Hinksey Lane leads to hazardous conflicts with other road users.

(C7) Some commercial vehicles, including Stagecoach bus drivers, drive aggressively where the road is shared with cyclists, risking accidents.

(C8) Those parishioners who cycle to Oxford along the Botley Road are subjected to considerable danger beneath the Botley Road railway bridge, and from traffic



turning at Roger Dudman Way and Abbey Road immediately to the west. There have been several deaths due to heavy traffic and poor markings.

(C9) There is conflict between cyclists and pedestrians on the tarmac in Willow Walk

(C10) There is inadequate cycle and motorcycle parking in the shopping precinct and elsewhere

(C11) Too many cyclists do not use lights at night, do not respect traffic lights, ride on pavements or do not use cycle lanes where they are provided.

5.6 A Vision

North Hinksey has changed a great deal since Oxford started to develop westwards along the Botley Road causeway in the early 20th century. Though it remains outside the control of Oxford City, in many ways it is a city suburb. A sharp increase in the number of businesses in the parish, some driven by the easy access to the rail station and national road network, is very welcome, and has helped to make it a thriving centre in its own right.

We need to ensure that the high degree of approval as a place to live, shown by the high number of those who have lived in the parish for more than ten years, is maintained. If possible, we need to improve the strong sense of community, which may be challenging as more family homes are replaced by small flats being built on sites that were once family homes, and modest family houses are rented out to several tenants. (somewhere else we said 'small' prefer the term modest!)

The provision of proper community facilities, similar to those in most of Oxford's suburbs and many villages, is overdue, and would help to increase this sense of community. The proposed redevelopment of the West Way shopping centre as part of the Vale's Core Strategy could provide a golden opportunity to make up for this, by incorporating a community centre that could include a centre for activities for young people, for whom the parish at present offers little or nothing. It should ideally include an indoor sports hall, as well as one or more rooms for public hire, informal meetings, a simple cafe and an internet centre where those of all ages could meet informally.

We know that some 500 houses are due to be built in North Hinksey and Cumnor parishes, and we will need to ensure that existing resources, such as schools and medical care, are expanded to serve their needs. There is likely to be increased emphasis by the NHS on preventative health measures, and more minor procedures will be carried out at local surgeries, and we need to ensure that the local general practice receives appropriate funding to provide the necessary facilities to enable it to achieve these aims.

The sewerage system already needs overhaul or enlarging to accommodate existing needs and future planned expansion. This expansion should provide commercial opportunities for more retail and other services, some of which could be located in the redeveloped shopping centre. This could include a covered space similar to Templars Square in Cowley, making it much more attractive than



the present precinct in all weathers. Such a space could also be used throughout the year for social activities. Some residential accommodation above the shops would increase security by guaranteeing a public presence throughout the day and night. With the need to increase the sustainability of new and existing developments, thought needs to be given to providing some services on site to reduce the need for car journeys. Local shops provide meeting points for residents, as in Laburnum Road, and bring life to what may otherwise become dead, car-dependent suburbia. Informal green spaces, separate from car parking, can also play a role here as informal play areas.

Those living in the parish very much appreciate the easy access to green areas, both in the Thames floodplain, and on the hills to the south and west (Raleigh Park, Louie Memorial Playing Field). Development of these areas would destroy outstanding views of the spires of Oxford and of Wytham and across Port Meadow as far as Upper Heyford, and we must jealously guard their Green Belt status.

As the pressure on natural resources increases, sustainability will become more important, as exemplified by the British government's commitment to a 20% reduction in carbon dioxide emissions by 2020. The Parish's relatively recently built houses should be fairly efficient, as most have cavity walls that can be insulated, and many are already provided with double or triple glazing. However, one of the other main uses of fossil fuels is for transport, an area in which many parishioners have called for improvements at all levels.

The A34 is a barrier between the two halves of the parish, and those living near it suffer high levels of noise and pollution. The 50 m.p.h. speed limit through the parish is widely ignored, though reduction of actual traffic speeds to this level would reduce emissions substantially, as would the transfer to rail of the many heavy loads passing through. In this connection the proposals to double the railway between Didcot and Oxford to four tracks should be welcomed. The functions of the A34 as one of England's main north-south roads and Oxford's ring road need to be separated, perhaps by building a bypass for through traffic. Widening the existing road and converting it to a motorway would be unsustainable and catastrophic for the Parish, requiring many homes to be demolished and introducing even more pollution, and noise through day and night.

At a more local level a solution is needed to the regular congestion along the Botley Road and West Way. In the short term the formation of car clubs could be encouraged, but is likely to have only a small effect. The slow introduction of electric cars would reduce emissions, but to reduce congestion a modal change from car to public transport will be needed. Changing the focus of public attention from the means of transport to the time at present wasted in slow journeys might help to encourage the introduction of a rapid transit system such as a tramway, as in many continental European cities, Manchester and Nottingham. The scope for speeding up existing bus services by creating new bus lanes has largely been exhausted, unless major and expensive road improvements involving demolition of buildings were undertaken. A tramway could also improve access to the Harcourt Hill campus of Brookes University. Smaller local buses running on demand from tram stops could provide something closer to a door-to-door local service that



could reduce the need for car ownership. The capital cost will be high, but the reduction in emissions due to the higher usage by passengers and the efficiency of electric traction would bring great benefits.

Despite the popularity of cycles as a means of transport in Oxford, provision for cyclists is poor by some continental standards, and inhibits many from using a form of transport that has high sustainability and is part of government policy, as shown in PPG13. Existing cycleways need to be improved, and new ones created that are not in potential conflict with other road users. Also needed are proper cycle parks in the parish on public or private land, possibly together with cycle hire systems. As part of necessary improvements, barriers to cycling, such as hazards along the narrow parts of the Botley Road and at the station railway bridge that need to be negotiated by parishioners travelling into Oxford, will have to be eliminated, and organisations that would also benefit from such changes need to be approached.

6. Actions

The Issues raised by parishioners in the various questionnaires and consultations, and presented in the previous section, were used to compile a list of Actions. These were discussed with members of the Parish at surgeries, and amended where necessary.

The Actions listed below are divided into four groups according to their relevance: Social, Economic, Environment and Transport. Those which are particularly important in developing a more sustainable North Hinksey are identified by (S). The relatively large number concerned with Transport reflects the importance of roads bisecting the parish and the impact that traffic has on our lives.

For each Action a brief indication is given about how it is to be carried out, and by when. As a rough guide, short-term means within 2 years, medium-term within 5 years, and long-term possibly longer than 5 years, though actions may be started well in advance of their projected completion dates.

The Working Groups of the North Hinksey Parish Plan (NHPP) have already been busy implementing some Actions, with the help of North Hinksey Parish Council (NHPC) and other bodies as appropriate. However, further work and community participation will be required to develop many of the Actions, to identify partners necessary for achieving the desired results, and the resources required for this.

The Steering Group will meet every 2-3 months to progress Actions, and will report to the Parish through the Parish Plan website and *The Sprout*, and to the Parish Council on a regular basis. As progress is made, some Actions may have to be modified or dropped, and others added. A full review of the Plan is likely to be necessary after about five years

Social

Action 1 - To improve public awareness of facilities and events in the Parish

How

- By establishing a parish newsletter (*The Sprout*) and an annual North Hinksey Festival

When

- Achieved

Action 2 - To provide better ongoing information and feedback about the progress with the Parish Plan, the Action Plan, and events in the Parish

How

- By establishing a Parish Plan website.

When

- Achieved



Action 3 - *To discourage parents dropping and picking up children by car (S)*

How

- By encouraging schools to implement the County Council's "Green Travel Plans", and considering the introduction of "Park and Walk" zones.

When

- Short-term

Action 4 - *To encourage the carrying out of comprehensive repairs at Botley Primary School*

How

- By raising awareness with Oxfordshire County Council education service

When

- Short-term

Action 5 - *To develop a strategy for the control of graffiti on both public and private property*

How

- Approach the Vale of White Horse District Council (VoWHDC), the police and Neighbourhood Action Group (NAG) as appropriate.

When

- Short-term

Action 6 - *To obtain better public access and publicity for Brookes University's sports facilities at Westminster Campus*

How

- Encourage Oxford Brookes University to publicise events on Parish noticeboards; through The Sprout and other local newspapers

When

- Short-term

Action 7 - *To extend the facilities available at the doctors' surgery to bring them in line with those typical for a modern health centre*

How

- Lobby the appropriate authorities and work with the surgery staff

When

- Medium term

Action 8 - *To secure larger premises for Botley Library to satisfy existing and future needs*

How

- Urge the County Council to provide larger premises

When

- Medium-term



Action 9 - *To work with North Hinksey C of E Primary School to improve facilities*

How

- By raising awareness with Oxfordshire County Council education service

When

- Medium-term

Action 10 - *To encourage developers to plan for a shop or other communal facility on new estates where there is sufficient local community demand (S)*

How

- Working through the planning authorities, particularly the VoWHDC, and potential developers

When

- Medium-term

Action 11 - *To investigate the provision of a youth club open from after school hours to late evening to provide activities and a social centre for young people*

How

- Working with Matthew Arnold pupils; county Youth Workers; and seeking funding from outside sources, such as the National Lottery and the government's Youth Capital schemes through the County Council

When

- Medium-term

Action 12 - *To provide a community centre/social club (e.g. as in Wolvercote), with extensive opening hours, for all residents (café, kitchen for refreshments, youth club, indoor games hall, gym, internet access)*

How

- Working locally with local community groups, organisations and churches and seeking funding from outside sources, e.g. the National Lottery

When

- Medium-term

Economic

Action 13 - *To establish an annual Christmas shopping event in the Botley precinct to promote local retailers*

How

- Work with local retailers, schools, choirs etc to get their participation

When

- Achieved but ongoing support required

Action 14 - *To help local businesses work together and with the community by setting up and encouraging local businesses to maintain a business breakfast club*

How

- Promoting business meetings, and business interests in *The Sprout*

When

- In progress

Action 15 - *To help smaller businesses keep in touch with each other by introducing a business page in The Sprout*

How

- Providing a Business Page in The Sprout; promoting businesses; business activities; updating knowledge with the help of the Oxfordshire Chamber of Commerce and other local business organisations, e.g. BusinessLink, and the Federation of Small Businesses (FSB)

When

- Short term

Action 16 - *Improve internet reception in the Parish*

How

- Contact parishioners who have poor reception and together approach service providers and BT to improve Bit Rate (MBps)

When

- Short-term

Action 17 - *To work towards the provision of better Post Office facilities that would provide more waiting space for clients*

How

- Discussions with Post Office Manager; District Post Office; businesses; and individuals to promote better understanding of local needs

When

- Medium-term

Action 18 - *To ensure that there is early and ongoing consultation about the proposed redevelopment of the shopping area*

How

- It will be important to ensure any change serves the interests of local residents and businesses. Key stakeholders to work with will be VoWHDC strategic planning and development control terms, existing retailers and other businesses and potential developers

When

- Long-term (assumed, but this needs to be monitored)

Environment

Action 19 - *To improve the safety of the walking surface and security in the shopping precinct*

How

- Improved lighting is identified as a likely key solution. Action to be taken forward by NHPP working with NHPC to approach the precinct landlord (VoWHDC) and managing agent.

When

- Short-term

Action 20 - *To secure rectification of the inadequacies of the sewerage system, with allowance for population expansion*

How

- By supporting and encouraging the local authorities and Thames Water to act quickly to avoid overflow and flooding.

When

- Short-term (even if resolution may be in the longer term)

Action 21 - *Encourage Environment Agency to improve flood control to reduce flooding in Old Botley, North Hinksey Lane and Willow Walk*

How

- encourage Environment Agency to keep working on the problem, and promote their recommended flood warning measures in The Sprout.

When

- short-term

Action 22 - *To reduce the amount of litter dropping in public places*

How

- By supporting OXCLEAN, engaging with the local population, including schools, and encouraging the Vale to provide an adequate number and distribution of litter bins.

When

- Short-term

Action 23 - *To ensure that public thoroughfares are passable at all times by pedestrians, cyclists and those in wheel chairs (S)*

How

- Encouraging local residents to manage areas outside their properties; advise Oxfordshire County Council of impassable areas

When

- Short-term

Action 24 - *To ensure that the area known as the Louie Memorial Playing Fields is developed in the interests of the whole community*

How

- Supporting and working with NHPC

When

- Medium-term

Action 25 - *To investigate whether Botley should increase its sustainability by becoming a 'transition settlement' (S)*

How

- Establish a working group, share experience with Wolvercote, join the transition towns network and other local 'sustainable' organisations

When

- Long-term

Transport

Action 26 - *To see if any benefits to the parish can be achieved by talking to Access to Oxford about their A34 scheme*

How

- Discuss proposed actions with *Access to Oxford*

When

- Short-term

Action 27 - *To address the poor sight line on the corner between Chapel Way and Elms Parade*

How

- Ask Oxfordshire County Council to investigate provision of a mirror to assist drivers see oncoming vehicles. Seek support from Howse Trust.

When

- Short-term

Action 28 - *To seek a review of the fare stage boundary in Botley Road in order to promote bus use and reduce car use (S)*

How

- To approach the bus companies and County Council to question why the fare stage boundary is much closer to the centre on the west side of the city than it is in other suburbs e.g. Headington or Summertown.

When

- Short-term

Action 29 - *To make bus use more attractive and efficient by encouraging the bus companies to introduce a single ticketing system as soon as possible*

How

- Instigate discussions with VoWHDC and local bus companies

When

- Short-term (this is under discussion as part of a Transport Quality Partnership)

Action 30 - *To get the state of repair of footways improved.*

How

- Work with the NAG to conduct a detailed survey of pavement condition and reporting and discussing the results with the County Council.

When

- Short-term

Action 31 - *To improve conditions for cyclists (S)*

How

- To work with local cyclists, including cycling groups such as Cyclox, to identify problem areas e.g. by conducting a 'cycle walk' to map existing cycle routes and problems in detail.

When

- Short-term

Action 32 - *To reduce parking problems in the parish.*

How

- Working with the police, Control Plus, Oxfordshire County Council and NAGs to achieve better enforcement of parking regulations.

When

- Short-term

Action 33 - *To improve conditions on and near the A34 (S)*

How

- Through working with other parishes, NHPC, VoWHDC, Oxfordshire County Council and the Botley Traffic Advisory Group to influence Highways Agency policy with a view to reducing speeding and congestion

When

- Medium-term

Action 34 - *To investigate the feasibility and possibility of better traffic management measures around the shopping centre.*

How

- Work with NHPC to approach the Highways Authority (OCC), and landlords (VoWHDC, Howse Trust) to undertake a study into enhancement options, including the possible introduction of a one-way system..

When

- Medium-term

Action 35 - *To provide additional weekend/evening bus services to the Elms Rise estate and to North Hinksey Village (S)*

How

- Seek subsidy support from Oxfordshire County Council Public Transport or housing developer, and work with the Bus Passenger Transport liaison group.

When

- Medium-term

Action 36 - *To provide bus shelters at bus stops where an actual or likely demand can be demonstrated*

How

- Encourage NHPC and/or housing developers to consider funding shelter capital costs and maintenance.

When

- Medium-term

Action 37 - *To increase pedestrian safety in North Hinksey Village*

How

- Consult with Friends of North Hinksey, residents, businesses and sports clubs over possible measures and seek to have identified solutions delivered by Oxfordshire County Council Highways

When

- Medium-term

Action 38 - *To improve the safety of pedestrian access to Raleigh Park from Westminster Way*

How

- Work with Oxfordshire County Highways to investigate the possibility of a cost-effective extension to the footway along the west side of Westminster Way to the bottom of Harcourt Hill.

When

- Medium-term

Action 39 - *To encourage the setting up of car clubs within the parish (S)*

How

- Raise awareness with local residents, encourage private sector providers to offer cars in the area, consider potential for inclusion in new developments, particularly where they have limited parking.

When

- Medium-term

Action 40 - To encourage the Vale to provide better and more parking for cycles and motorcycles around the shopping area

How

- To identify preferred locations and work with the Oxfordshire County Council Highways and/or landlords (VoWHDC, Howse Trust) as appropriate in order to deliver them.

When

- Medium-term

Action 41 - *To investigate possible improvements to public transport to central Oxford as part of the West End Development (S)*

How

- Talk to County Highways/Oxford City to improve travel speeds and bus connectivity in central Oxford

When

- Medium-term

Action 42 - *To encourage parishioners to cycle to Oxford by achieving better and safer cycling facilities at the railway underpass*

How

- Lobby City and County Councils and Network Rail to provide improvements, possibly as part of the West End Development.

When

- Medium-term

Action 43 - *To secure safer crossing of the A420 adjacent to the Botley Interchange and a new facility in the vicinity of Tilbury Lane for pedestrians and cyclists travelling to and from Wytham (S)*

How

- Work with Oxfordshire County Council and in case of Tilbury Lane Oxford University (landowner)

When

- Medium-term

Action 44 - *To be alert to the plans of Network Rail to find out how they might help to relieve congestion in the roads in the parish (S)*

How

- Encourage Network Rail to provide better rail services to reduce the need for road freight and other transport along the A34

When

- Long-term

Action 45 - *To investigate the possibilities of reducing congestion on Botley Road/West Way at particular pinch points.*

How

- Talk to County Highways

When

- Long-term

Action 46 - *To look into the setting up of Residents' Parking Schemes in areas where there is insufficient off-street parking*

How

- Work with NHPC and residents to identify if there are any further areas where limitation of parking or the introduction of parking regulation should be considered, and if so approach VoWHDC and Oxfordshire County Council to promote their introduction

When

- Long-term

Action 47 - *To provide better and continuous cycle lanes, and better marking of priorities at junctions, especially along the Botley Road/West Way*

How

- Approach Oxfordshire County Council

When

- Long-term

Action 48 - *To investigate the possibility of widening the tarmac strip and narrow bridge along Willow Walk to better accommodate both walkers and cyclists*

How

- Approach Oxford City Council and Oxfordshire County Highways and Landscape and Recreation teams

When

- Long-term

Action 49 - *To promote a review of whether motorcycles should be permitted to use some bus lanes in the area*

How

- Approach Oxfordshire County Council

When

- Long-term

Action 50 - *To investigate the possibility of joining the Oxford cycle sharing scheme*

How

- Approach Oxfordshire County Council

When

- Long-term