

# TRAVEL SURVEY SUMMARY REPORT 2018

## OXENHOPE NEIGHBOURHOOD PLAN



# INTRODUCTION

In 2017 a travel survey was produced by the steering group and consultants Integreat Plus. It was circulated around the village and respondents were encouraged to participate. The results of the survey will help paint a better portrait of Oxenhope and the issues it faces relating to travel, movement, traffic, parking and congestion.

It is hoped the survey results will help inform the Neighbourhood Plan, its policies and guidance.

133 people responded to the travel survey.

This report aims to give a summary of the responses and explain how these will feed into the Plan itself.

## EXECUTIVE SUMMARY

This report finds that traffic issues, parking and congestion are common problems throughout the village. Residents are concerned that additional development will exasperate the problem.

The most common number of cars owned in Oxenhope is **2 per household**. Although the sample size is much smaller than the 2011 census, the data indicates that in the last 7 years the percentage of people with 2 cars has risen from 35.8% to **47%**.

**This means that almost half of households in the village have access to 2 vehicles.**

Meanwhile the percentage of households with access to 0 cars has dropped from 11.2% in the 2011 census to **5%** according to the survey.

The most common location for car storage is on a driveway with 38% of responses. Joint second is on-street parking and garages both with 24%. **This means that almost a quarter of all surveyed households park their cars on-street.**

**Cars or motorbikes** are the most popular mode of transport by the people surveyed with **78%** using them more than other modes of transport. Of those surveyed, **87** people use their cars to commute to work, whilst only **12** people use bus or rail to commute to work and only **6** walk or cycle to work. Most people surveyed work within **10 miles of Oxenhope (57%)** whilst only 4% work more than 20 miles from Oxenhope.

The main traffic-based issues facing respondents to the survey are **cars parked on-streets causing poor visibility and obstructions, a lack of suitable pavements for pedestrians and speeding vehicles.**

Respondents to the survey feel that new development should have adequate **parking provision**, including **garages, driveways** and **visitor parking**. **Traffic calming measures** and **improved pedestrian and cycles infrastructure** is also highly requested. Many respondents would like to see **better public transport** including bus and rail serving the village.

Q.1

HOW MANY VEHICLES ARE THERE IN YOUR HOUSEHOLD?

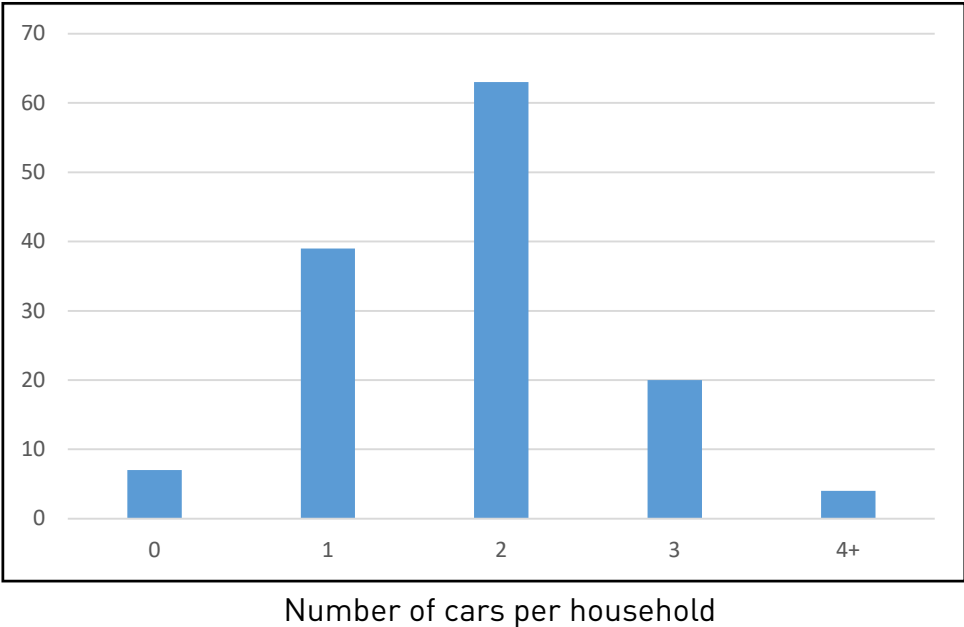
The survey would like to gauge how many vehicles there are in each household. This will be useful to know as we can see how it compares to CBMDC guidance for parking spaces per dwelling.

Census data from 2011 shows that Oxenhope has a fewer people without access to a car (11.2%) than district (30.5%) and national averages (25.8%). People with access to one car is similar to both district and national levels, however beyond this, Oxenhope has higher levels of people with access to 2 (35.8%), 3 (8.3%) and 4 vehicles (3.1%) when compared to Bradford (21.3%, 4%, 1.2%) and England (24.7%, 5.5%, 1.9%) (2011 census).

Given the rural nature of Oxenhope and its relative level of prosperity it is expected that car ownership exceeds national and district averages.

Below are the results from the survey which received 133 responses.

No. of vehicles	No. of responses	%
0	7	=5%
1	39	=29%
2	63	=47%
3	20	=15%
4+	4	=3%



As shown above, 2 cars per household is the most popular response, followed by 1 car, then 3 cars.

Whilst the number of people who completed the survey is much lower than the number that completed the 2011 census, this survey gives us a more recent snapshot of car ownership locally.

From this we have established that, in our sample size, the number of households with 2 cars has increased from 35.8% to 47% in the last 7 years.

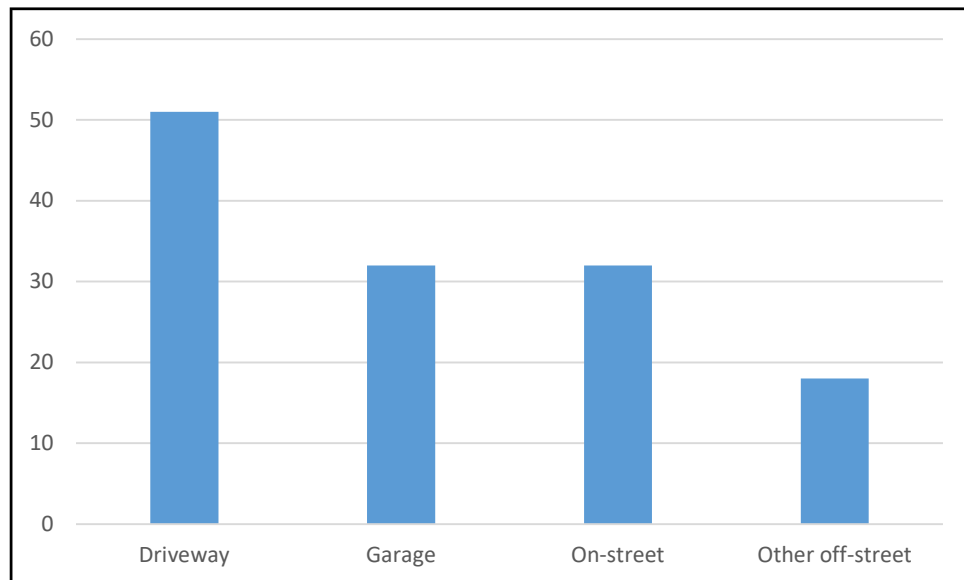
## Q.2

### WHERE ARE THESE VEHICLES USUALLY PARKED?

The survey would like to try and establish where respondents usually park their cars. This will give an indication to the proportion of households who use their garage or driveway to park their vehicle, the number who park on-street and those that use other arrangements.

Oxenhope has a high number of cars parked on-street throughout the village which can cause traffic issues and contribute to an unsafe environment for pedestrians and vehicle users. As much of the village was designed before motor vehicles were commonplace the local infrastructure, including roads and residential parking facilities is often not suitable for the needs today's resident population.

133 people responded to this question, the results are below.



As shown in the table the most popular location for car parking is the **driveway with 38%**, followed by **garage and on-street** which were tied with **24%**. Other off-street parking arrangements is the least popular response with 14% of the responses.

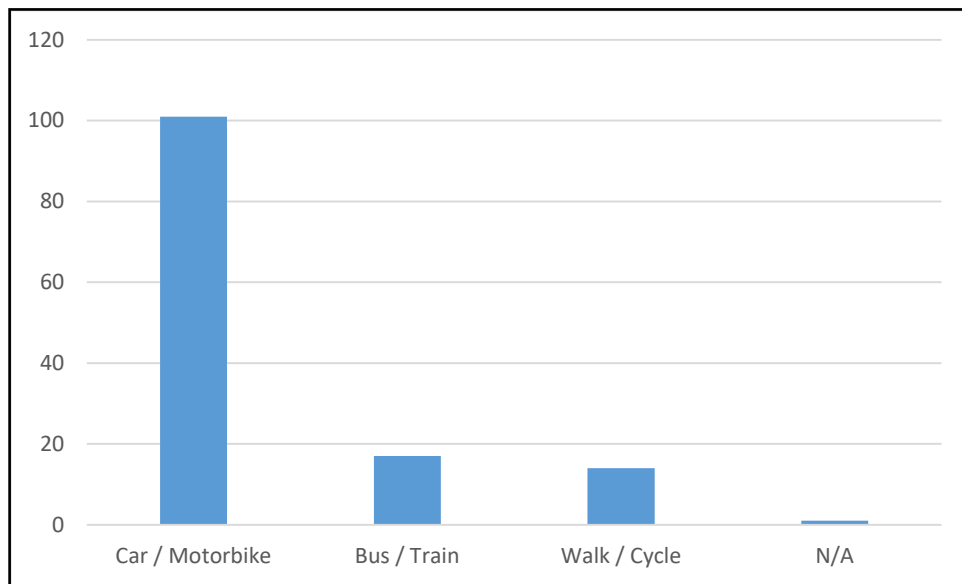
Although this is a snapshot of the issue, it demonstrates that almost a quarter of respondents park their vehicles on-street.

### Q.3

## WHAT MODE OF TRANSPORT DO YOU USE THE MOST?

This question seeks to understand the most common mode of transport used by residents in the village.

133 people responded to this question, the results are below.



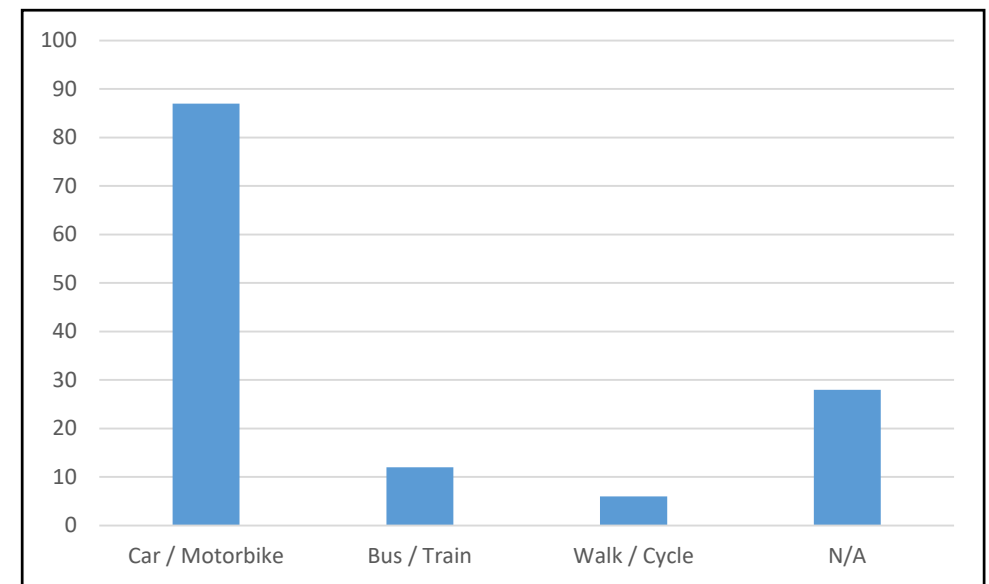
As shown above Car / Motorbike is the most popular mode of transport used by residents with 76% using it most often. Bus / Rail travel received 13% of responses whilst Walking / Cycling received 11%.

### Q.4

## IF YOU COMMUTE TO WORK, WHAT MODE OF TRANSPORT DO YOU USE?

This question aims to establish what mode of transport people use the most when commuting to work.

133 people responded to this question, although given the demographic of Oxenhope not all of the respondents work, therefore it is expected some responses will not be applicable.



The table above shows that 87 people use their car or motorbike to commute to work. The second most popular response was N/A which indicates they either do not work, or that they do not commute to work. 12 people use bus or rail to commute to work and only 6 walk or cycle to work.

## Q.5

### WHAT ARE THE MAIN ROUTES YOU TAKE IN AND OUT OF THE VILLAGE?

This questions seeks to understand what roads residents use most frequently when travelling in and out of the village. This is useful to know as it will highlight what routes residents take when travelling to certain locations and may indicate what the most popular routes are.

Hebden Bridge Road  
Keighley Road  
Denholme Road - Long Causeway  
Shaw Lane  
Station Road  
Moorhouse Lane  
Marsh Lane

The map below highlights the key routes in and out of the village.



## Q.6

### ARE THERE ANY ROADS OR ROUTES THAT CAUSE CONCERN (TRAFFIC, PARKING ISSUES, ACCIDENTS, VISIBILITY)?

Respondents were asked to articulate any issues there were with certain roads such as accident black spots, areas with poor visibility, roads prone to speeding motorists and parking issues.

The most popular responses were:

1. Denholme Road / Long Cause way **(60)**  
(Speeding, parked cars, no pavements, dangerous for HGVs)
2. Station Road **(40)**  
(Parked cars, speeding)
3. Best Lane **(19)**  
(Parked cars, difficult for the bus)
4. Shaw Lane / West Shaw **(15)**  
(Speeding, parked cars, no pavements, poor visibility)
5. Cross Lane / Hedben Bridge Road **(11)**  
(Parked cars outside school, poor visibility)

## Q.7

### ARE THERE ANY ROUTES USED BY HGVs THAT CAUSE ISSUES?

This questions seeks to understand the impact of HGVs on the village and establish where particular issues may take place.

Respondents felt that the following roads were commonly used by HGVs and that their usage was unsuitable and causes issues. 133 people responded to this question. 29 of those either wrote N/A or No.

The most popular responses are below:

- |    |                               |             |
|----|-------------------------------|-------------|
| 1. | Denholme Road / Long Causeway | <b>(46)</b> |
| 2. | Station Road                  | <b>(14)</b> |
| 3. | Hebden Bridge Road            | <b>(10)</b> |

## Q.8

### WHAT CAN NEW HOUSING DEVELOPMENTS DO TO PROVIDE ADEQUATE PARKING PROVISION?

This questions aims to gather local views on how new housing developments can help address traffic related issues.

133 people respondent to this question.

The most popular responses were:

1. Providing suitably sized garages
2. Providing driveways
3. Providing visitor parking bays
4. Improving pedestrian and cycle movement and access throughout the village
5. Improving public transport

## Q.9

### DO YOU HAVE ANY OTHER COMMENTS?

This question seeks to give people an opportunity for people to raise and other issues that the survey has not addressed.

The most common response to this question was:

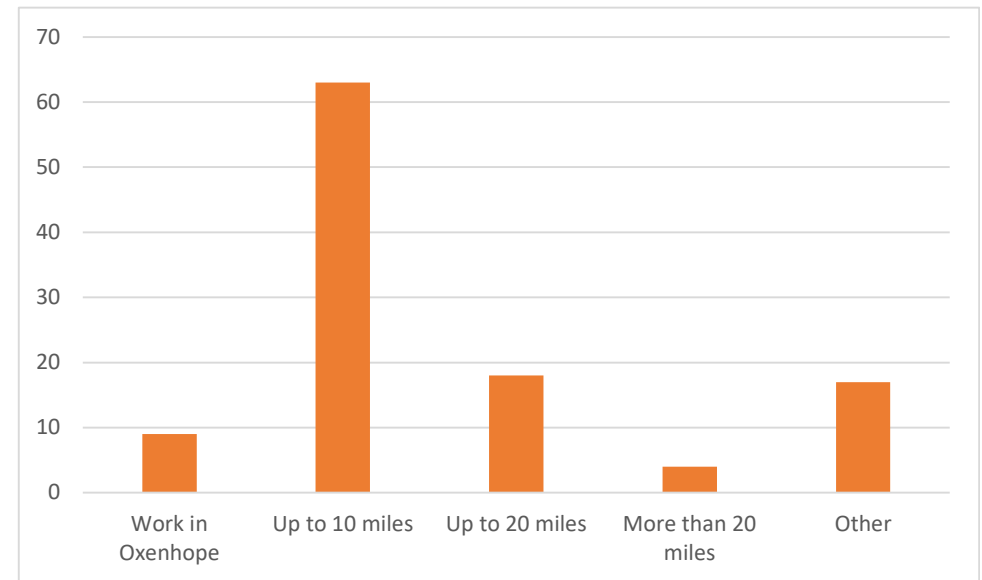
Need to promote better public transport	<b>(26)</b>
Greater focus on pedestrian movement	<b>(11)</b>
Introduce traffic calming measures	<b>(6)</b>
Introduce a one-way system	<b>(5)</b>
Reduce congestion at school pick-up times	<b>(4)</b>

## Q.10

### IF YOU WORK, HOW FAR DO YOU USUALLY COMMUTE TO WORK?

This question aims to understand how far people travel to work from Oxenhope.

The results are as follows:



The majority of respondents travel up to 10 miles for work (57%) and only 4% work further than 20 miles from Oxenhope.

This suggests Oxenhope has a reasonably localised workforce.



## SUMMARY

This survey has helped identify and establish certain issues relating to travel and transport in the village of Oxenhope.

The responses to the survey will help inform the scope and content of the Plan and its policies.

The Neighbourhood Plan will include several policies that aim to ensure that new development, both residential and non-residential, provides adequate parking arrangements that should not lead to an increase in on-street parking throughout the village, and will not add to the problems that this can cause for other road users and pedestrians. This includes policies around the inclusion of driveways, garages and other off-street parking facilities and design guidance around best practice.

Policies will be included that aim to encourage new developments to incorporate improvements to the pedestrian environment and add or enhance cycle routes throughout the village and into the wider environment. This will be addressed through policy but there may be scope to include principles of best practice in the design guidance.

Whilst the Plan cannot contain policies around public transport it is clear there is local demand for increased services to help reduce the need for car usage. The Plan can however contain aspirations which can communicate local preferences over non-land-use issues such as this.

Again the Plan is limited in what it can do to influence existing highways but it can draw attention to local issues and concerns and contain aspirations around these issues.