

Oxfordshire County Council

West Oxfordshire Local Plan 2043 sites assessment using Department for Transport Connectivity Tool

May 2026

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Purpose of this report

West Oxfordshire District Council (WODC) are developing the new 2043 Local Plan and have put forward 28 potential large new development sites (including five sites which have been carried over from the 2031 Local Plan, 11 new Preferred Strategic Site Options and 12 new Other Spatial Options)¹.

The Connectivity Tool was published by the Department for Transport (DfT) in 2025. It is designed to provide a standardised metric which can compare how well connected any locations in England and Wales is to different destination types e.g. workplaces, education, health, leisure etc either by walking, cycling, public transport and driving (driving was not assessed in this report). The tool divides a map of England and Wales into a 100sqm grid, with each square assigned a relative Connectivity Score (low number – poorly connected, high number – well connected). This score can be filtered by mode of transport and destination type. For more information on the DfT Connectivity Tool and how it is calculated, visit the DfT website². The purpose of this report is to assess the connectivity of the proposed West Oxfordshire Local Plan sites are using the DfT Connectivity Tool.

Methodology

The proposed strategic sites for the West Oxfordshire Local Plan 2043 have been ‘sketched’ into the DfT Connectivity Tool to provide an estimate as to how well these sites are connected to potential destinations for future individuals living / working / visiting these sites. Key information from the reports have been compiled into a table (**Appendix A**), which has then been extracted and summarised in this report. This information includes the relative connectivity score of the sites categorised for modes of transport and types of destination. The scores have also been colour-coded based on how well the site scores comparatively to the other Local Plan sites (green – well connected, red – poorly connected).

Sites covering larger geographical areas tended to have a higher range in Connectivity Scores compared to smaller sites, so a maximum and minimum score has also been included.

Regarding the colour grading of the tables in this report and when “relative” terminology used such as “well connected” or “poorly connected”, this report is referring to how well a particular aspect of a site scores relative to the other Local Plan sites set out in this report, rather than how specific mode / destination compares to other modes / destination types for the same development (unless explicitly stated otherwise). For example, a site could have “fairly strong walking connectivity” with a score of 39 and “weak cycling connectivity”

¹ WODC Local Plan 2043 Preferred Spatial Options consultation paper (October 2025)

<https://www.westoxon.gov.uk/media/ae0jcxni/local-plan-preferred-spatial-options-consultation-october-2025.pdf>

² <https://www.gov.uk/government/publications/transport-connectivity-metric/transport-connectivity-metric>

with a score of 44 because cycling tended to score more highly than walking across all the Local Plan sites.

Limitations

It should be stressed that the score provided by the tool does not provide a holistic assessment regarding the connectivity of a site and in particular it does not account for the quality or safety of a route from a site to potential destinations. For instance, the cycle connectivity score does not differentiate between a heavily trafficked road as a potential cycle route from a quiet car-free route. It also does not account for existing infrastructure provision for people walking or cycling along potential routes or measures which could be introduced when the new sites are constructed to make routes safer, more comfortable and attractive. Therefore, it should be viewed as an additional tool to aid strategic planning, rather than the sole consideration, for assessing a site's connectivity to potential destinations.

Connectivity Summary

A summary table of each of the Local Plan sites, ordered by the overall average connectivity score from the DfT Connectivity Tool (based on the national average rather than within the Oxfordshire local authority area), is set out below. The detailed table is set out in **Appendix A**.

Table 1 - Summary of Overall Connectivity Scores – New 2041 Local Plan Sites

Rank relative to Local Plan Sites (overall)	Overall score*	Map reference	Site name
1	76	Area W	Welch Way - Witney
2	74		NSA - Woodford Way - Witney
3	63		REEMA North and Central
4	54		North Witney Strategic Development Area
5	50	Area A	Land North of Burford Road – Witney
6	49	Area C	Land South of Witney
7	49	Area N	South of Sheep Street – Burford
8	48	Area J	East of Chipping Norton
9	48		West Eynsham Strategic Development Area
10	48		East Chipping Norton Strategic Development Area
11	40	Area E	North of Carterton
12	40	Area Q	South of Ducklington
13	40		Salt Cross Garden Village, Eynsham
14	38	Area O	Jeffersons Piece – Charlbury
15	38	Area P	Land South of Hydac – Charlbury
16	37	Area D	Land West of Witney
17	36	Area B	Land West of Downs Road (Employment) – Witney
18	35	Area G	North East of Carterton (Employment)
19	35	Area K	Land South West of Hanborough Station
20	34	Area I	Land West of Carterton – Alvescot
21	33	Area F	North East of Carterton (Residential)
22	33	Area T	The Downs – Standlake
23	32	Area U	Rousham Road – Tackley
24	31	Area M	North of Aston
25	30	Area L	East of Bampton
26	29	Area R	Kingham Station
27	24	Area H	East of Brize Norton – Carterton
28	21	Area S	Middle Barton
29	14	Area V	Enstone Airfield

**All connectivity scores in this report and the DfT Connectivity Tool are ranked out of 100.*

The higher a site's Connectivity Score, the better connected the site is according to the Connectivity Tool.

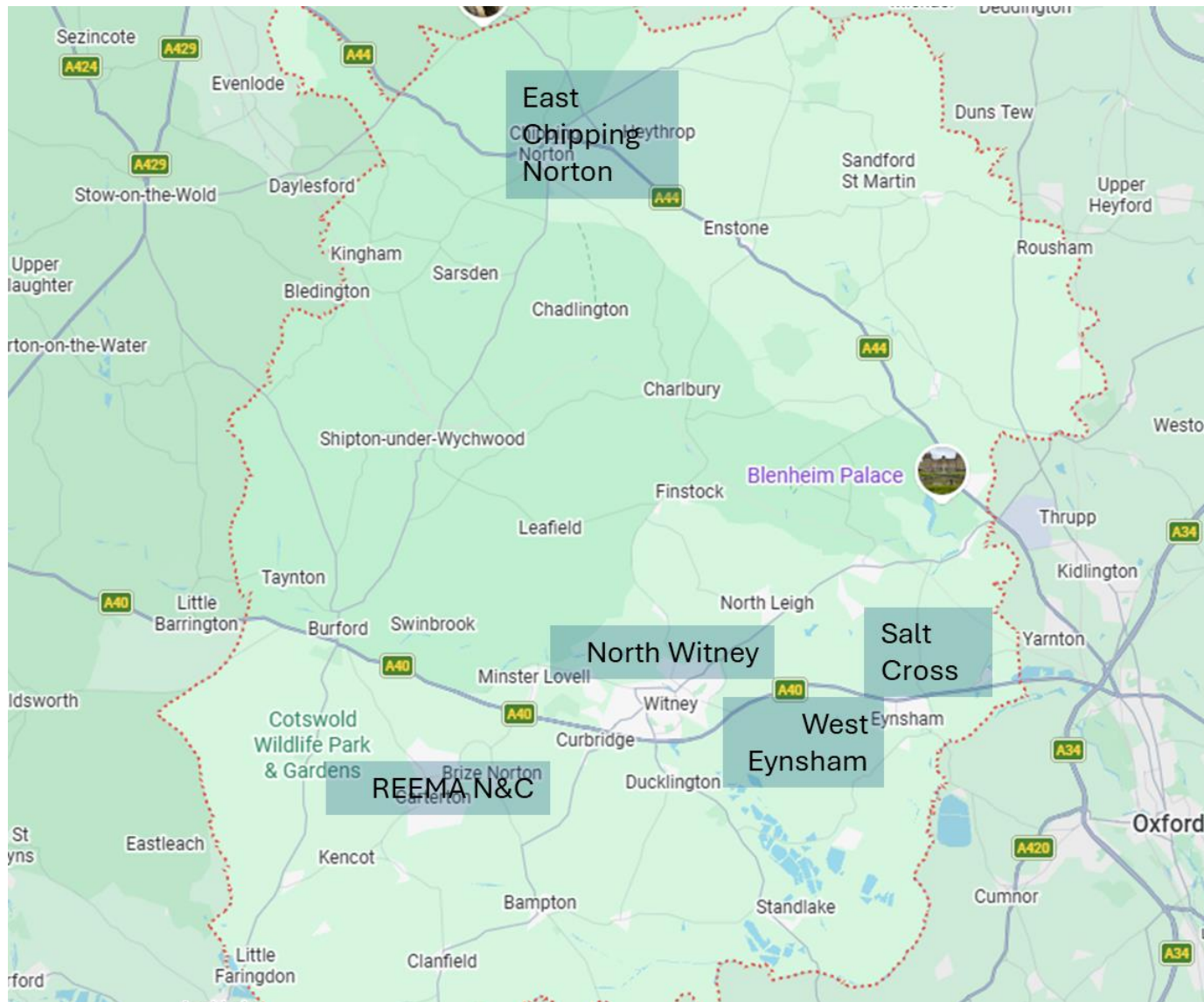
Site analysis

The DfT Connectivity Tool output for each Local Plan site option has been analysed in the sections below.

Figure 1 - New 2043 Strategic Site and Non-Strategic Site locations



Figure 2 - 2031 Local Plan Site locations



Area W - Welch Way - Witney

Area W is situated on Welch Way near the edge of Witney town centre. It is the best-connected site of the Local Plan options, which is unsurprising considering its location near the centre of Witney. Except for the NSA Woodford Way site (which is located within the bounds of this site), it scores 26 points higher than the third best-connected site (Area A).

It scores the highest in each of the transport modes, though there is no segregated cycling route to most services and cyclists would have to share the road with high volumes of traffic and navigate busy junctions, particularly given the location in central Witney.

It scores the highest in each of the destination types and includes Witney Community Hospital in its boundaries.

However, while the site scores well in comparison to the other local plan sites, it should be noted that there is still substantive room for improvement. In particular, cycling, workplace and residential connectivity scores low compared to the national average and could be improved.

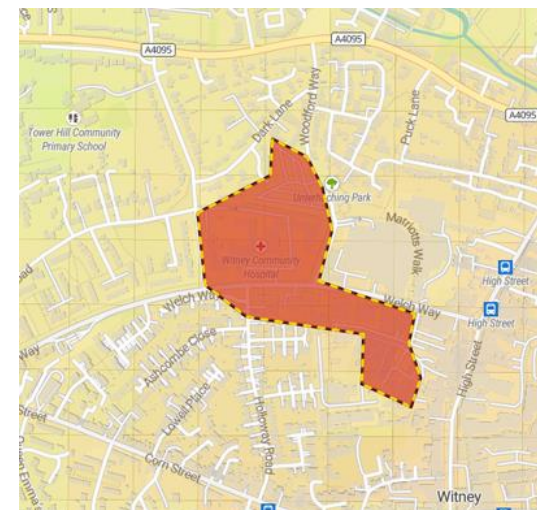


Figure 3 - Area W in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
76	78	74	72	74	70	81	85	78	69	70	67

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall mean	PT	Walking	Cycling	Overall	PT	Walking	Cycle	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
79	78	79	84	76	75	77	72	89	89	87	89	93	92	94	90	63	55	69	63	53	52	54	54

NSA - Woodford Way – Witney

Woodford Way (which is located within the area of Area W) is the second best-connected site of the Local Plan options, which is unsurprising considering its location near the centre of Witney. It scores 24 points higher than the third best-connected site (Area A).

It scores the second highest in each of the transport modes. It scores the second highest in each of the destination types.

As with Area W, the high scores relative to other Local Plan site locations do not mean that connectivity cannot be improved at the Woodford Way site.

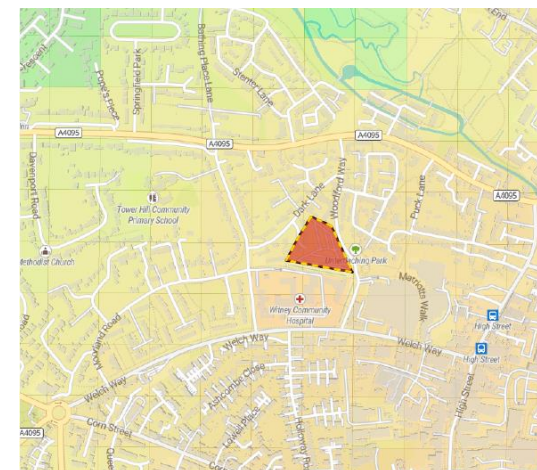


Figure 4 - Woodford Way in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
74	74	74*	70	71	69	78	79	76	68	69	67

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
75	75	73	82	73	72	74	70	87	87	85	88	90	89	91	87	62	54	69	63	52	52	53	54

REEMA North and Central

The REEMA North and Central site is located off Upavon Way and Brize Norton near the centre of Carterton and is well connected (#3 overall), with stronger connectivity towards the south and west of the site.

The site scores strongly across modes, with no particular strengths or weaknesses. It is understood that the site encompasses an underpass in a poorly maintained state and REEMA would be envisioned to contribute to improvements to the underpass as well as a planned, at-grade pedestrian crossing.

It scores well across destinations, with particularly strong connectivity to shopping destinations and no weaknesses.

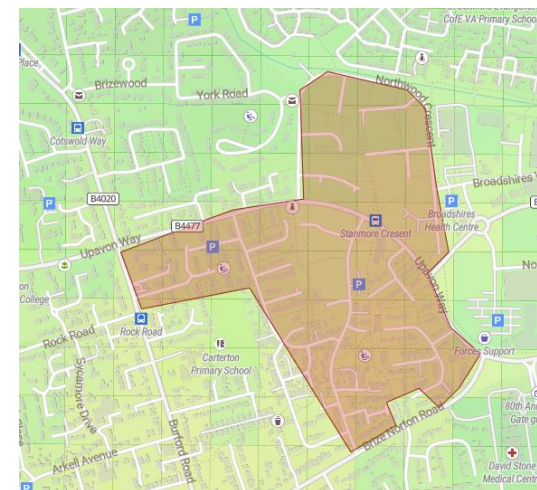


Figure 5 - REEMA North and Central

Overall											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
63	65	60	61	63	57	66	69	62	61	63	57

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
63	69	58	64	58	56	59	64	61	60	60	63	79	77	81	84	57	50	63	59	47	47	45	48

North Witney

The North Witney site is located west of the A4095 and on both sides of New Yatt Road and the B4022, to the north of Witney. It scores relatively well (#4 overall), with stronger connectivity to the south and weaker connectivity to the northeast, where it has a small area of significantly weaker connectivity.

The site scores highly across all modes, with no weaknesses and marginally stronger cycling connectivity, however, cycling does not have segregated cycle facilities on Woodstock Rd, Hailey Road and Bridge Street and cyclists to/from Witney town centre will share the road with high volumes of traffic and navigate busy junctions.

The site scores relatively well across destinations, with slight weaknesses in leisure and health (though these are still relatively strong) and strengths in education, shopping, residential and workplaces.

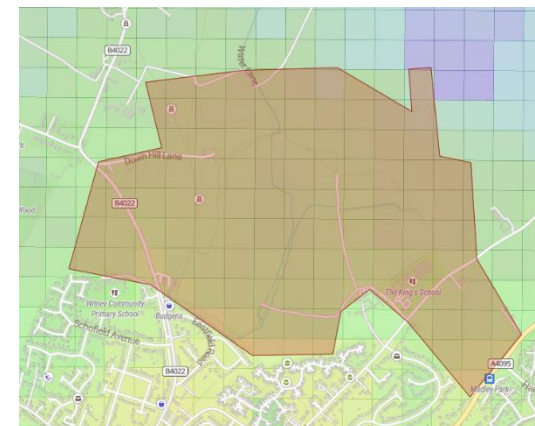


Figure 6 - North Witney in the Connectivity Tool

Overall											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
54	65	21	53	62	25	53	67	12	58	66	37

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
56	61	51	67	45	48	40	54	44	51	34	57	61	61	61	69	55	49	60	60	46	46	43	52

Area A - Land North of Burford Road - Witney

Area A is located to the north of the B4047 Burford Road, Witney and to the east and west of Dry Lane. It scores relatively well across most categories and is ranked #5 overall. It is better connected towards the southeast of the site and less well connected to the north and west.

The weakest mode of transport for the site is walking – with a minimum score of 20 – and the strongest is cycling. While public transport scores relatively well (with a bus stop on Burford Road providing services to the centre of Witney and Burford), the bus stop does not provide service to Oxford. Though cycling scores well, but it should be noted there is not a complete segregated cycling route to most services and cyclists would have to share the road with high volumes of traffic and navigate busy junctions. The shared footway / cycleway on the B4047 ends west of Burford Road / Tower Hill roundabout before restarting to the west of Windrush Valley Road on the other side of the B4047 with no formal crossing in the vicinity. The only crossing point of the B4047 is by Tower Hill roundabout. There is a narrow path along the site frontage but the next opportunity to cross over the B4047 is at Downs Road which makes the crossing points circa 1.4km apart. The site is relatively well connected to workplaces, which is likely in part due to the close proximity to Windrush Industrial Park. Connectivity to residential areas is also a strength. Its key area of weakness is connectivity to education, notably the nearest Secondary School is 2.5km from the closest part of the site, which (while well connected by the bus stops on Burford Road) substantially affects the walking connectivity to schools.

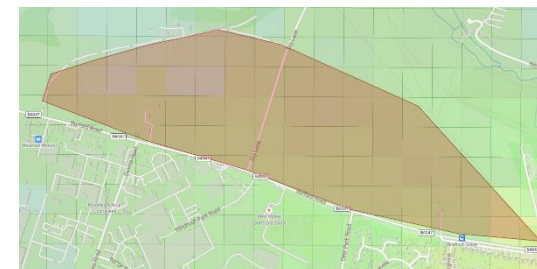


Figure 7 - Area A in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
50	65	41*	53	64	41	44	67	20	57	65	48

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
39	52	26	54	43	47	35	54	43	52	30	58	59	62	55	67	55	50	59	61	48	47	46	53

Area C - Land South of Witney - Witney

Area C is located south of the A40 and west of the A415. It scores relatively well (#6 overall) though it scores worse to the west of the site compared to the east and north.

The site scores fairly well in all transport modes, with no standout strengths or weaknesses, although walking is notably poor to the west. Cycling scores well in the Connectivity Tool, but it should be noted there is no segregated cycling route on the A415 south of A415 / Ducklington Lane roundabout and cyclists would have to share the road with high volumes of traffic and navigate busy junctions (notably the A415 / Witney Lane / Ducklington Lane roundabout and the A415 / A40 slip roads junctions). However, there is an off-road shared path from the roundabout under the A40 to Station Lane Avenue Two, which is a popular route to secondary schools and Witney Town Centre. The site scores well on shopping (a Lidl supermarket is located adjacent to the site), residential and workplaces (Witan Park Industrial estate is to the north), but scores less well in education (the nearest primary school is ~1km away and the nearest secondary school is ~1.5km), leisure and health (Witney Community Hospital is almost 2km away). The connectivity tool does not account for the severance effect of the A40, which would serve to dissuade sustainable travel due to heavily trafficked routes, safety concerns and the poor-quality industrial environment.



Figure 8 - Area C in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
49	62	34	50	60	39	45	63	22	55	64	42

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
44	52	35	57	41	45	35	49	34	43	20	47	57	58	55	65	53	49	56	77	47	46	44	51

Area N - South of Sheep Street – Burford

Area N is relatively well connected (#7 overall), presumably due to its close proximity to Burford High Street.

Walking connectivity is a particular strength – though this does not account for the lack of footway on the southern side of Sheep Street in the vicinity of the site, which is not reflected by the high walking connectivity score. Cycling connectivity is marginally weaker and cycling to Burford Town Centre has limited infrastructure and would likely occur on rural roads with relatively high vehicle speeds on Sheep Street outside the built-up area of Burford (which is at the National Speed limit within the vicinity of the site). It should also be noted that the terrain surrounding Burford is relatively hilly, which is an additional barrier for active travel (especially cycling) in Burford and its surrounding areas.

Connectivity to education, leisure, shopping destinations are fairly strong, however, residential and workplace connections are notable weakness for the site. Sustainable transport infrastructure improvements to the A40 will be vital for connecting the site to workplaces destinations.



Figure 9 - Area N in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
49	51	47	47	49	46	50	53	47	51	53	48

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
45	47	43	50	51	46	57	56	35	40	43	47	63	63	61	68	38	37	37	50	36	37	32	43

Area J - East Chipping Norton – Chipping Norton

Area J is located north of the A44 London Road and southeast of Banbury Road. It scores relatively well (#8 overall), with better connectivity to the west and an area of poor connectivity to the east.

All modes score fairly highly, although public transit connectivity is weaker – reflective of the long distance between the Trinity Road bus stops and the northeast of the site. In practice, active travel also has significant barriers as Banbury Road and London Road do not have segregated provision and the Banbury Road / Over Norton Road / London Road / Horse Fair double roundabout poses a significant safety concern for active travel – which is not reflected in the site’s relatively high cycling and walking scores. The score also does not account for the lack of footways on London Road or Burford Road.

Most destination types are middling to strongly connected, shopping (supermarkets M&S and ALDI are located <500m from the site) and health (Chipping Norton Health Centre almost abuts the site) are notable strengths. Connectivity to workplaces is a weakness while education and residential connections are middling and could be improved, potentially by improving the 166/28/10 Public Right of Way footpath which would improve connections to Chipping Norton School and the surrounding residences.

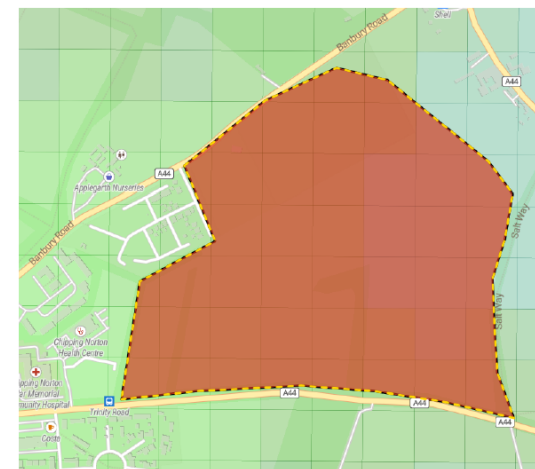


Figure 10 - Area J in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
48	59	35	45	54	36	49	65	30	54	60	46

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
39	41	36	57	43	42	42	58	49	48	49	58	65	63	65	76	43	38	47	50	37	35	38	43

West Eynsham

The West Eynsham site is located to the south of the A40 and encompasses several existing residential roads within Eynsham. It scores relatively well (#9 overall). It scores higher to the east, where it abuts Eynsham and lower to the west.

The site scores relatively well across modes, with no particular strengths or weaknesses. There is segregated cycle lane provision on the A40 and cycling on Acres Lane would likely be safer than other routes mentioned in this report. Therefore, cycling connectivity is a particular strength which is not necessarily clear from the DfT Connectivity Tool score.

The site scores relatively well across destination types, with slightly weaker leisure, health and shopping; stronger education and residential; and a particular strength in workplaces – likely partially due to the site abutting Oakfield Industrial Estate as well as links to Oxford and Witney.

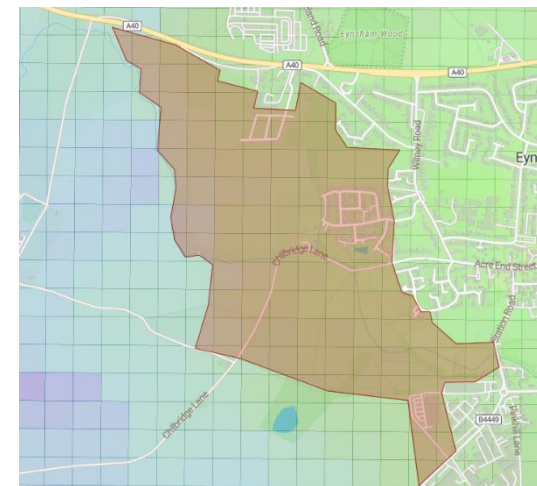


Figure 11 - West Eynsham in the Connectivity Tool

Overall											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
48	59	29	51	60	34	42	57	13	53	59	43

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
49	53	44	61	42	48	34	45	37	44	28	32	47	49	43	53	51	53	47	57	50	53	37	52

East Chipping Norton

The East Chipping Norton site is located on both sides of the A44 London Road and southeast of Banbury Road. It scores relatively well (#10 overall), which is notably better than all Carterton sites, despite being more isolated from other major centres. It is significantly better connected to the north and west, with an area of weak connectivity to the southeast.

The site has stronger walking connectivity and middling public transport and cycling connectivity. Note that a portion of the site would be served by the A40, which has significant challenges for cycle safety (such as the A40 / Banbury Road / Over Norton Road double roundabout) which will affect the attractiveness of cycling.

It has strengths in health and shopping destinations and a weakness for workplaces – the site would benefit from improved active travel infrastructure provision on major routes throughout the town (which is currently lacking) to allow for better access to the industrial estates on the western side of Chipping Norton.

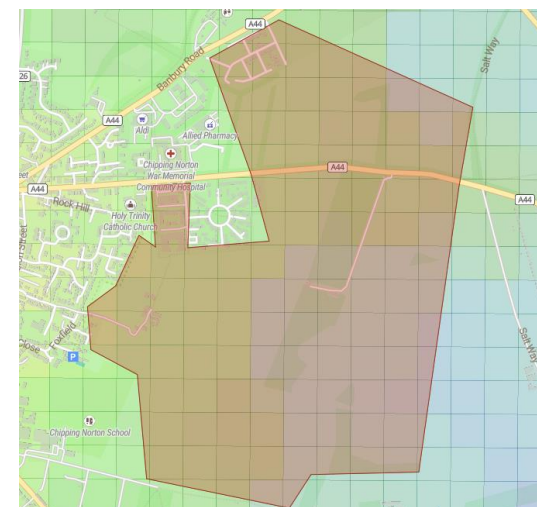


Figure 12 - East Chipping Norton in the Connectivity Tool

Overall											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
48	62	29	45	56	31	50	70	21	52	61	34

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
45	44	44	57	45	44	44	56	47	46	45	53	61	61	59	69	44	38	48	49	36	35	37	42

Area E - North of Carterton - Carterton

Area E is located to the north of Kilkenny Lane. It scores upper-middling connectivity (overall #11), although it has a small section to the north of the site which scores significantly worse.

Its scores are middling across modes relative to the other sites, although the minimum walking score is notably low.

Destination scores are all relatively middling, with strong residential connections being the notable exception. This reflects the site's location on the north side of Carterton, somewhat removed from local services which are a similar distance away, for examples those health, employment and leisure facilities at Broadshires Way.



Figure 13 - Area E in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
40	51	27	42	50	32	35	50	16	51	57	41

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
38	46	29	50	35	37	30	52	30	34	22	43	39	41	34	57	51	46	55	57	41	42	35	47

Area Q - South of Ducklington - Ducklington

Area Q is located north of the A415 and south of Standlake Road. It scores upper-middling (#12 overall), with better connectivity to the west.

The site scores are middling across transport modes, with a strength in cycling – although is no segregated cycling route to most services and cyclists would have to share the A415 with high volumes of traffic and navigate busy junctions, or use Standlake Road, which also is likely to experience high speed vehicles. There are no footways on the A415 and only a narrow footway on the northern side of Standlake Road – with no provision on the south side, which abuts the site.

Connectivity to destination types is fairly average, with education, residential and workplaces scoring higher and shopping scoring lower.



Figure 14 - Area Q in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
40	45	40*	43	47	36	32	39	27	53	56	50

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
44	47	39	61	35	40	27	46	24	36	7	37	33	41	22	53	47	45	46	57	43	43	35	51

Salt Cross

Salt Cross is located north of the A40 and has middling connectivity (#13 overall). The site has better connectivity to the south and east, where it is closer to Eynsham, and worse connectivity to the north and west.

The site has middling scores in all modes, with no particular strengths or weaknesses. The site has particularly high range of scores, particularly for walking connectivity, which has a >50 point difference between maximum and minimum scores.

The site has middling scores across destination types, with weaker connectivity to leisure and stronger connectivity to workplaces – which is logical considering Eynsham Oakfield Estate and Siemens are on the edge of Eynsham and the A40 has close connections to Witney and Oxford.

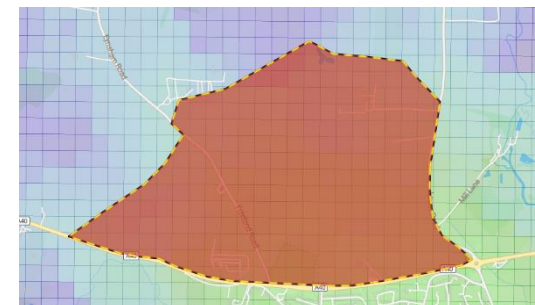


Figure 15 - Salt Cross in the Connectivity Tool

Overall											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
40	59	20	44	60	29	32	57	3	50	61	38

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
37	44	31	54	32	38	24	40	27	35	17	28	38	41	34	47	47	0	43	57	45	49	30	52

Area O - Jeffersons Piece - Charlbury

Area O is located south of Hundley Way in Charlbury. Its connectivity score is middling (#14 overall), with little range in scores as it is a small site.

The site has weaknesses in public transport and cycling, though walking is relatively better compared to other sites. The railway station is circa 1.5 kilometres walk from the site (circa 25 minutes), which lessens the benefit to the public transport connectivity score. Witney is accessible by bus from the centre of Charlbury. Hundley Way is a very narrow rural lane with no footways, so pedestrians are likely to be sharing the carriageway with vehicles – though it is unlikely that vehicles will be travelling at high speeds.

Connections to leisure are strong; education, health, shopping and residential are middling. Connection to workplaces is weak, as appears to be typical of the small, isolated village sites.

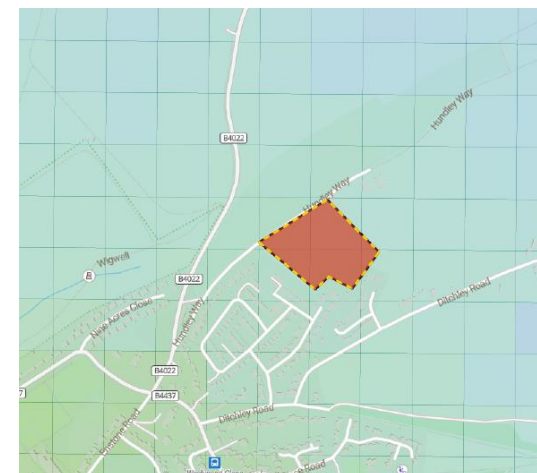


Figure 16 - Area O in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
38	40	37*	37	38	35	39	41	35	44	45	42

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
35	33	36	43	48	46	50	52	33	35	29	33	37	36	37	46	41	38	42	48	33	35	25	38

Area P - Land South of Hydac - Charlbury

Area P is located to the east of the B4022 Fowler Road. Its connectivity score is middling (#15 overall) with little range in scores as it is a small site.

The site has slightly stronger walking and weaker walking and cycling connectivity compared to the other Local Plan sites – which also does not account for the fact that there are no footways on Fowler Road.

Leisure, health and shopping are slightly stronger. Connection to education and residential are middling and connection to workplaces is poor.



Figure 17 - Area P in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
38	40	34	38	40	33	37	39	33	43	45	40

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
31	34	27	50	43	42	43	46	30	34	25	30	42	40	44	49	41	39	42	49	33	35	25	40

Area D - Land West of Witney - Witney

Area D is located to the south of the B4047. It scores relatively poorly (#16), particularly so towards the south.

All modes have medium to weak connectivity, but walking connectivity is particularly poor.

Workplace connectivity is good (the site abuts Windrush Industrial Park, particularly if an active travel route is secured between the two.). Residential scores well (potentially due to the distance to Minster Lovell and the West of Witney), although the Connectivity Tool does not account for the effect of the development being segregated from the other residential areas by the Industrial development or the poor-quality environment along Burford Road in the vicinity of the site. Shopping is average and education, health and leisure score poorly.

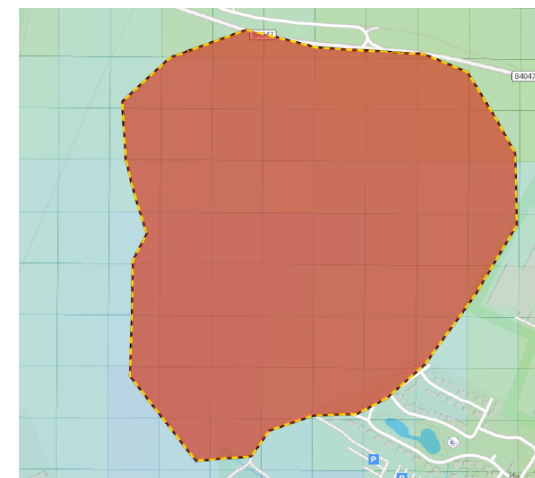


Figure 18 - Area D in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
37	46	27	41	50	32	28	38	16	48	56	38

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
27	39	16	37	28	33	21	40	21	30	7	34	39	42	34	51	48	46	47	58	43	44	36	50

Area B - Land West of Downs Road (Employment) - Witney

Area B is located to the north of the A40. It scores fairly poorly (#17 overall). The site has particularly poor connectivity to the west and north of the site (where it abuts a golf course) and marginally better connections towards the east via Windrush Place.

The site is poorly connected by walking but the site scores relatively better for cycling and there are strong active travel connections from the Downs Road roundabout – including a segregated car-free route towards Witney town centre whilst noting there are gaps in this provision. The relatively high public transport score (#8) is somewhat unexpected as there are no bus stops particularly close to the site but can possibly be explained by the site's proximity with Witney – this also serves to highlight the substantial connectivity issues with most of the Local Plan sites.

The site has particular weaknesses in connections to leisure and shopping destinations, but most destination types are poorly connected. The site scores relatively well in connections to workplaces – the Windrush Industrial Park is circa 400 metres north of the site – and to residential destinations. Due to the poor connections to most services and amenities, but relatively strong connections to residential, it is logical that this site has been selected by West Oxfordshire District Council for employment use over residential.



Figure 19 - Area B in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
36	48	23	42	52	26	26	40	13	49	56	43

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
32	46	20	42	29	34	21	42	23	33	8	33	31	27	22	48	50	47	50	59	44	45	35	51

Area G - North East of Carterton (Employment) - Carterton

Area G is located south of Brize Norton Road and north of Witney Road. It scores middling to poor (overall #18) with particular weaknesses to the east of the site.

Walking connectivity is particularly poor, but no modes are particularly strong, as with Area F, there are no footways connecting the site to the rest of Carterton, Brize Norton or Witney.

Key weaknesses include connectivity to leisure and shopping; residential and workplaces are relatively better connected (#9 for residential).

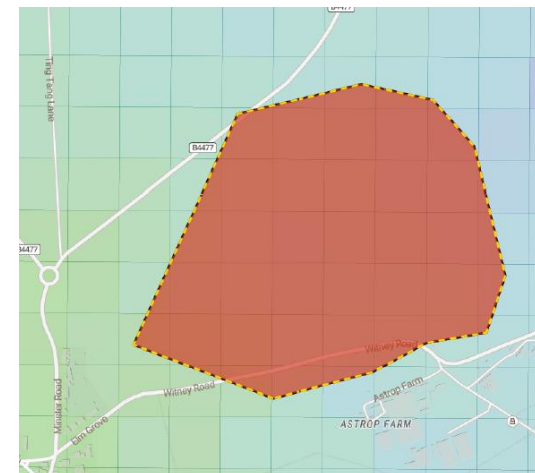


Figure 20 - Area G in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
35	44	30*	41	48	29	25	38	15	48	55	40

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
35	46	25	45	29	35	20	42	24	34	9	35	29	36	19	46	47	47	45	57	42	44	29	49

Area K - Land South West of Hanborough Station – Long Hanborough

Area K is located to the west of Lower Road. It scores low to middling (#19 overall), with marginally better connectivity to the north.

The site has a particular weakness in walking connectivity, fairly weak cycling connectivity and average public transport connectivity – which is presumably buoyed by the train station immediately to the north. Lower Road is a rural road at the national speed limit and A4095 Main Road is restricted to 50mph with no segregated cycle provision, so cycling will be difficult for less experienced cyclists.

Its scores are middling to poor on most destination types, with the exception of workplaces which is relatively strong.

It is noteworthy that, despite close proximity to the highest passenger volume railway station in West Oxfordshire, the site is not shown to be particularly well connected. This reinforces that isolated sites need to invest in improving all key types of connectivity and cannot rely on one mode of transport for the site to be acceptable from a transportation perspective.



Figure 21 - Area K in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
35	37*	32	41	47	37	24	28	21	45	50	39

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
27	39	17	39	31	38	24	35	20	28	9	23	29	34	23	36	44	47	40	55	44	48	29	51

Area I - Land at West Carterton (Alvescot) - Carterton

Area I is located to the west of the B4477 and east of Ford Road. It scores lower-middling across modes (#20 overall) but has a sharp divide between the west and east of the site – for instance there are 52 points between the maximum walking score and the minimum). The east scores more strongly but the west is particularly low scoring, which lowers the site's overall score.

All modes score poorly with no notable differences, although the mean scores are substantially affected by the poorly connected western region of the site – as there is a large range in scores and the maximum scores are relatively substantively higher (such as 50 points difference between maximum and minimum walking scores). There are no footways on the western side of Upavon Way or on the B4477.

No destinations have strong connectivity to this site, but the site has key weaknesses in connectivity to leisure and workplace destinations.

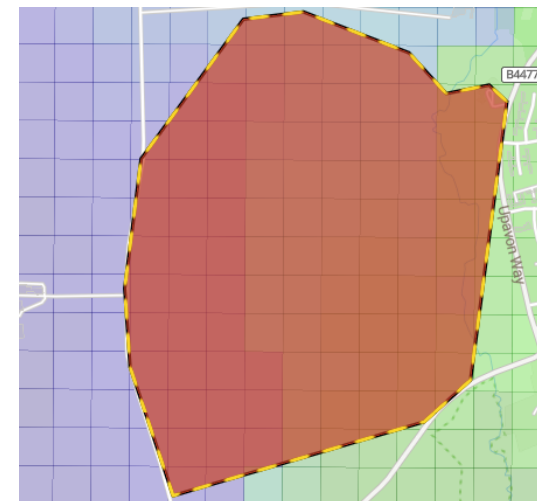


Figure 22 - Area I in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
34	58	17	37	57	21	28	59	7	44	59	30

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
30	40	21	21	29	31	25	40	23	27	16	32	35	37	31	46	44	42	45	53	36	37	26	43

Area F - North East of Carterton (Residential) – Carterton

Area F is located to the north of the B4477. It scores middling to poor (overall #21) overall – especially to the north of the site.

Walking connectivity is particularly poor, with a notably low minimum score – the scoring does not reflect that neither Burford Road or the B4477 do not have footways or that the B4477 has a 50mph speed limit in the vicinity of the site, which is not conducive to sustainable active travel. Brize Norton Roundabout does have a bus stop with connections to Carterton, Witney and Oxford, though this is over 400 metres from the closest part of the site (the threshold at which bus stops should be from all residences).

No destination types are well-connected, but leisure and shopping connections are particularly poor, and education is also a weakness. The site is isolated from the rest of Carterton and there will be limited opportunities to effectively connect the site to the rest the town.

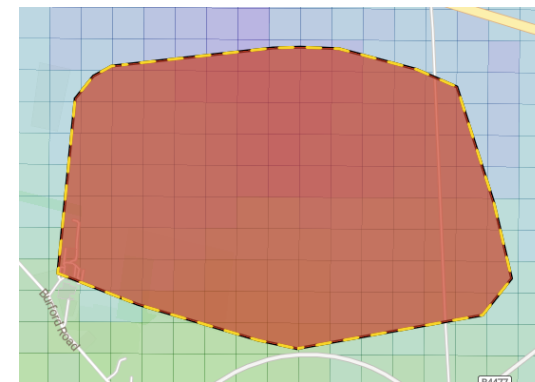


Figure 23 - Area F in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
33	47	21	38	49	28	23	45	6	44	55	29

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
29	41	19	38	25	31	16	37	23	32	11	32	28	34	20	42	45	45	42	54	40	43	27	46

Area T - The Downs, Standlake – Standlake

Area T is located to the southwest of The Downs and scores poorly (#22 overall).

It has middling public transport (due to being close to a bus stop which provides a service into Witney) and poor walking and cycling connectivity. There are no footways on the southwestern side of The Downs.

All destination types are poorly connected, except for leisure which is middling, with notably poor active travel connectivity to education and health).



Figure 24 - Area T in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
33	36*	29*	40	46	35	22	26	18	39	41	34

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
27	40	17	26	36	40	32	42	17	31	0	5	30	39	18	32	38	44	31	48	37	41	21	42

Area U - Rousham Road – Tackley

Area U is located to the southwest of Rousham Road and scores poorly (#23 overall).

It scores poorly over all modes, with particular weakness in cycling. There are no footways on the southern side of Rousham Road. It should be noted that, while there is capacity for substantial improvement to connectivity in this site and similar rural sites by new facilities and infrastructure, the connectivity ‘ceiling’ would be substantially lower than for a relatively well-connected area like Witney or Eynsham.

Other than leisure, it scores poorly across destination types, with particular weakness in health and shopping connectivity.

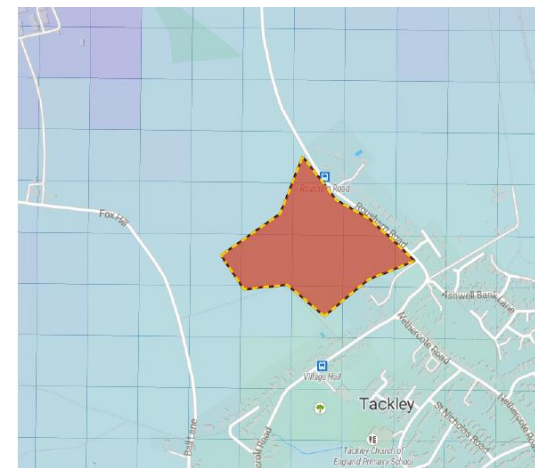


Figure 25 - Area U in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
32	34	30	37	40	36	23	25	22	37	38	35

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
28	37	21	31	36	39	33	35	12	21	0	7	25	29	21	25	38	41	32	49	37	43	14	42

Area M - North of Aston - Aston

Area M is located to the east of North Street and scores poorly (#24 overall).

Walking is relatively middling, cycling is poor and public transport is particularly poor (joint bottom three for Local Plan sites). Aston High Street is served by a bus route linking to Carterton and Witney – which are both circa 20-25 minutes by bus from Aston. There are no footways on the western side of North Street, and the footways to the eastern side are narrow.

Destinations score poorly across the board, with the exception of Education, which is middling. Education is relatively better connected, Aston & Cote C of E Primary School is <500m walk from the site, but the nearest secondary school is five kilometres away (which is an independent private school) and the nearest state school is in Witney, about eight kilometres away – which is noteworthy considering the poor connection to public transport.

Workplaces are notably poorly connected (bottom three for Local Plan sites), though health, residential, shopping and leisure are all low.

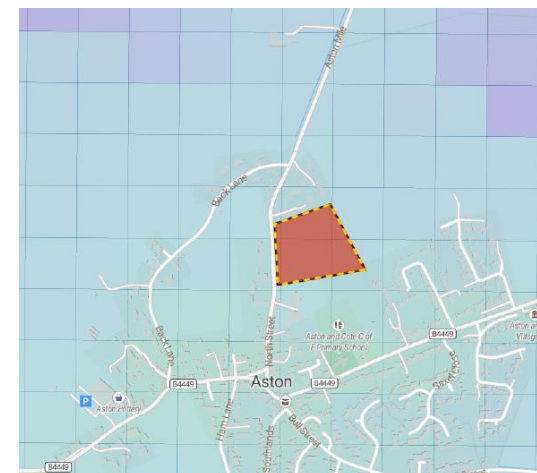


Figure 26 - Area M in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
31	32	29	28	29	26	31	33	29	44	45	42

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
36	31	39	46	29	30	26	39	9	13	3	19	30	26	32	46	36	33	36	51	26	25	18	43

Area L - East of Bampton - Bampton

Area L is located to the east of Mount Owen Road and abuts several residential roads. It scores poorly (#25 overall) with particularly poor connectivity to the east.

Connectivity across the site is consistently low compared to other sites, with relatively little variation across the site, indicating that no area performs particularly well relative to alternative Local Plan sites.

All modes have weak connectivity compared to other sites. There are no footways on Mount Owen Road for example.

In terms of destination types, the site performs poorly across most categories, with education, shopping and workplaces all relatively weak (the site is the third worst connected Local Plan site to workplaces). Connectivity to leisure is comparatively stronger than other destination types but still not particularly strong.



Figure 27 - Area L in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
30	34	22	30	33	25	28	32	14	43	47	36

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
25	31	18	35	38	35	38	50	24	24	24	34	26	27	24	41	41	36	44	51	28	27	22	42

Area R - Kingham Station – Kingham

Area R is located to the north of Station Road, between Kingham and Bledington. It scores poorly (#26 overall).

The site scores poorly over all modes, with a particular weakness in cycling connectivity. It is notable that public transport connectivity ranks poorly, despite the direct proximity Kingham Railway station, which has hourly connections to London Paddington, Worcester Foregate and Oxford. The site, Kingham and Bledington are currently only served by villager buses and are not served by the larger bus companies – which results in limited service for travel into Witney and Chipping Norton. This reinforces that the site cannot rely on the rail connection alone and would need to invest in other forms of transit to be feasible. There are footways on the northern side of the B4450 Station Road, which link to Kingham and Bledington.

Connection to education is middling while connections to all other destination types are weak, which is likely partially due to the >1km walk to Kingham and Bledington, which themselves are small villages with limited service provision.

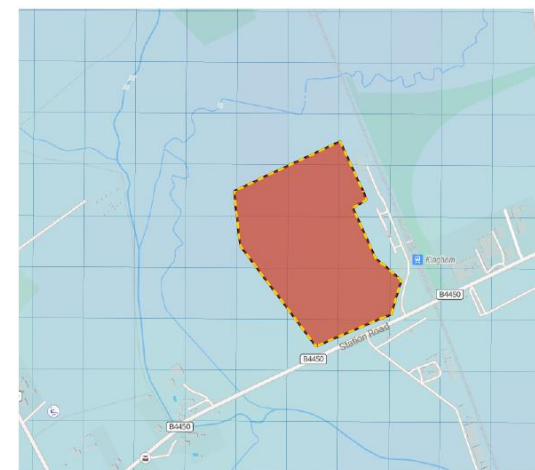


Figure 28 - Area R in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
29	33*	26	33	35	28	23	27	19	35	39	31

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
31	33	29	38	26	30	20	33	11	20	0	8	27	31	22	34	31	36	25	42	32	36	19	35

Area H - East of Brize Norton – Carterton

Area H is located to the east of Station Road and south of Abingdon Lane, Brize Norton. It is extremely poorly connected (overall #27 – which is within the bottom three proposed Local Plan sites). Its lowest scores are to the east and south but even the most well-connected part of the site scores relatively low.

The site has weaknesses across all modes (compared to other Local Plan sites, it ranks second worst for walking connection and joint third worst for cycling and public transport connection). Extensive sustainable transport infrastructure and service provision would be required to make this site feasible in transport and movement terms.

All destination types are poorly connected, with leisure and shopping as particular weaknesses (which are the second lowest and third lowest connected destination types, respectively).

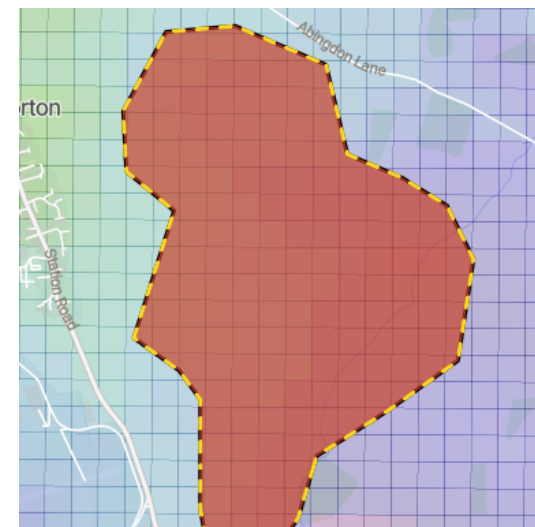


Figure 29 - Area H in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
24	35	15	28	36	21	16	31	4	35	44	26

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
21	29	15	23	18	22	13	22	13	18	5	18	15	19	10	24	37	40	32	51	33	35	19	43

Area S - Middle Barton – Middle Barton

Area S is located to the north of Holliers Crescent. It scores very poorly (#26 overall – which is the second lowest overall scoring Local Plan site). This is unsurprising, considering that the nearest major service centre (Chipping Norton) is over 12 kilometres away from the site.

The site scores poorly in all modes (second worst in public transport and third lowest in walking and in cycling). Public transport is notably weak, with the village being served by a volunteer villager bus and trips into Oxford and Banbury being reliant on changes at Heyford. There are no footways on the northern side of Holliers Crescent.

It scores poorly across connectivity to all destinations, with particular weaknesses in health (lowest scoring Local Plan site), shopping (lowest scoring Local Plan site) and workplaces (joint lowest scoring Local Plan site). The nearest health clinic is seven kilometres north in Deddington and the nearest secondary school is eight kilometres east in Heyford (though there is a primary school in Middle Barton). There is limited provision of services in Middle Barton.

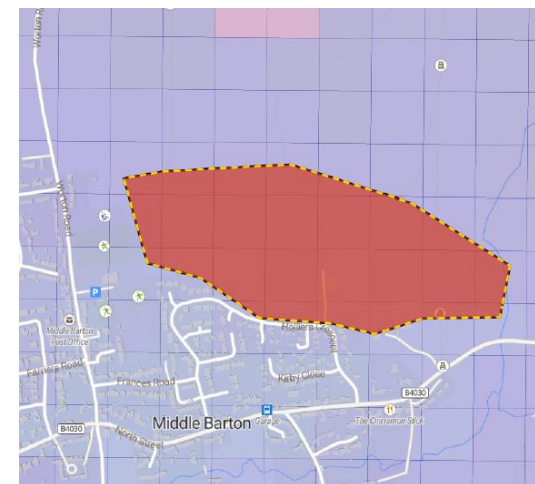


Figure 30 - Area S in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
21	22	20*	19	21	18	20	22	17	34	36	31

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
21	23	19	25	26	22	28	37	1	1	0	4	11	9	11	23	32	25	37	44	25	24	21	38

Area V - Enstone Airfield – Enstone

Area V is located to the north of the B4030. It is the worst connected site of the Local Plan options, substantially lower than even the second lowest (Area S). This is unsurprising as it is located over two kilometres away from the nearest village, Enstone, and is not currently served by any public transit, nor does the B4030 have any pedestrian infrastructure within the vicinity of the site.

The site has the worst connectivity in every mode of transport. There are no footways anywhere in the vicinity of the site, including on the B4030 which links the site to Enstone. The B4030 and B4022 junction interrupts a potential walking route to Enstone, which experiences high traffic speeds.

It has the lowest connectivity to all destination types, including residential.

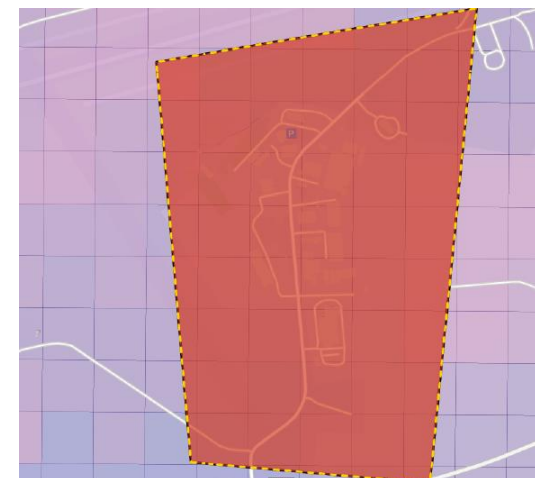


Figure 31 - Area V in the Connectivity Tool

Modes											
Overall (Except driving)			Public Transport			Walking			Cycling		
Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
14	17*	8	15	19	8	10	13	4	30	33	26

Mean scoring																							
Education				Leisure				Health				Shopping				Residential				Workplaces			
Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
5	8	2	14	11	11	7	26	1	2	0	4	13	12	12	23	17	17	13	41	25	24	20	38

Trends and conclusions

The Carterton sites have significant connectivity issues, generally scoring worse than Witney and Chipping Norton sites. Other than Area E (North of Carterton), all Carterton sites score in the lower half of the assessed sites and Area H (East of Brize Norton) is in the bottom three. This stresses the importance of substantial active travel and public transport infrastructure/service investment especially along the A40 corridor to Witney and Oxford. All four top scoring sites were in Witney, where a greater concentration of services and amenities are located.

Unsurprisingly, sites in villages generally score worse than sites near major service centres, particularly the Witney sites. These sites may even have an overestimated public transport connectivity score as the connectivity tool has an assumption is that there are no delays or cancellation in public transport services. This will make areas with unreliable services appear more connected than they are.

Walking tended to have higher variability within sites, with a larger range between maximum and minimum walking scores – compared to other modes. Walking connectivity is notably poorer, especially in isolated small villages. 13 sites have a score <30 in walking connectivity (compared with four for public transport and zero for cycling).

Cycling connectivity had a smaller range, the difference between the lowest and highest average scoring sites was less than 40 points, compared with walking (71 points) and public transport (57 points). The highest scoring sites were not as high scoring in cycling as they were in other modes and, similarly, the lowest the scoring sites were not as low scoring in cycling, though this does not take into account road conditions and availability of cycling facilities.

Some sites which have relatively middling connectivity scores to most destination types have poor connectivity to workplaces (notably Charlbury and Burford) which is a notable weakness for most sites outside of the major towns. Even in the highest scoring site (Welch Way), connectivity to workplaces is substantially lower than to other destination types (the Workplace connectivity score is 10 points lower than Residential - the second lowest scoring type for Welch Way). This is a notable concern as regular commutes will comprise a large amount of the future trips from sites and it is important that sustainable options are available and attractive.

Sites close to railway stations do not necessarily have good connectivity – none of the top eight sites for connectivity are located in a town or village with a station. Tackley, Long Hanborough and especially Kingham score relatively poorly, even in public transport connectivity, despite being situated next to railway stations. Developments cannot rely on existing rail provision alone for their connectivity provision, due to the narrow nature of destinations served by rail, and must also develop sustainable alternatives for active travel and other public transport.

Appendix A - DfT Connectivity Report all sites (mode of transport)

Local Plan Site options						Modes											
#Site name	Town	Site name	Size (sqm)	Size (ha)	Local Authority Band	Overall (Except driving)			Public Transport			Walking			Cycling		
						Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score	Mean	Max score	Min score
Area W	Witney	Welch Way	54290.61	5.43	A	76	78	74	72	74	70	81	85	78	69	70	67
NSA - Woodford Way	Witney	Woodford Way	7620.22	0.76	A	74	74	74*	70	71	69	78	79	76	68	69	67
REMA N and C	Carterton	REMA N and C	261588	26.16	A	63	65	60	61	63	57	66	69	62	61	63	57
North Witney	Witney	North Witney	1020546	102.05	A	54	65	21	53	62	25	53	67	12	58	66	37
Area A	Witney	Land North of Burford Road	737626.2	73.76	A	50	65	41*	53	64	41	44	67	20	57	65	48
Area C	Witney	Land South of Witney	689392.1	68.94	A	49	62	34	50	60	39	45	63	22	55	64	42
Area N	Burford	South of Sheep Street	31209.6	3.12	A	49	51	47	47	49	46	50	53	47	51	53	48
Area J	Chipping Norton	East Chipping Norton	361705.5	36.17	A	48	59	35	45	54	36	49	65	30	54	60	46
West Eynsham	Eynsham	West Eynsham	754385	75.44	A	48	59	29	51	60	34	42	57	13	53	59	43
East Chipping N	Chipping Norton	East Chipping Norton	1054737	105.47	A	48	62	29	45	56	31	50	70	21	52	61	34
Area E	Carterton	North of Carterton	780318.4	78.03	B	40	51	27	42	50	32	35	50	16	51	57	41
Area Q	Ducklington	South of Ducklington	30438.6	3.04	B	40	45	40*	43	47	36	32	39	27	53	56	50
Salt Cross	Eynsham	Salt Cross SDA	2436804	243.68	B	40	59	20	44	60	29	32	57	3	50	61	38
Area O	Charlbury	Jeffersons Piece	22079.81	2.21	B	38	40	37*	37	38	35	39	41	35	44	45	42
Area P	Charlbury	Land South of Hydac	30830.3	3.08	B	38	40	34	38	40	33	37	39	33	43	45	40

Area D	Witney	Land West of Witney	482823	48.28	B	37	46	27	41	50	32	28	38	16	48	56	38
Area B	Witney	Land West of Downs Road	376406.1	37.64	B	36	48	23	42	52	26	26	40	13	49	56	43
Area G	Carterton	North East of Carterton (Employment)	305182.7	30.52	B	35	44	30*	41	48	29	25	38	15	48	55	40
Area K	Long Hanborough	Land South West of Hanborough Station	189789.2	18.98	C	35	37*	32	41	47	37	24	28	21	45	50	39
Area I	Carterton	Land at West Carterton (Alvescot)	918030.4	91.8	B	34	58	17	37	57	21	28	59	7	44	59	30
Area F	Carterton	North East of Carterton (Residential)	1127415	112.74	B	33	47	21	38	49	28	23	45	6	44	55	29
Area T	Standlake	The Downs, Standlake	134033.6	13.4	C	33	36*	29*	40	46	35	22	26	18	39	41	34
Area U	Tackley	Rousham Road	51397.64	5.14	C	32	34	30	37	40	36	23	25	22	37	38	35
Area M	Aston	North of Aston	18296.78	1.83	C	31	32	29	28	29	26	31	33	29	44	45	42
Area L	Bampton	East of Bampton	136393.7	13.64	C	30	34	22	30	33	25	28	32	14	43	47	36
Area R	Kingham	Kingham Station	75742.9	7.57	D	29	33*	26	33	35	28	23	27	19	35	39	31
Area H	Carterton	East of Brize Norton	1134369	113.44	C	24	35	15	28	36	21	16	31	4	35	44	26
Area S	Middle Barton	Middle Barton	157940.3	15.79	E	21	22	20*	19	21	18	20	22	17	34	36	31
Area V	Enstone	Enstone Airfield	457817.8	45.78	H	14	17*	8	15	19	8	10	13	4	30	33	26

Appendix B - DfT Connectivity Report all sites (destination type)

Local Plan Site options						Education				Leisure				Health				Shopping				Residential				Workplaces			
						Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling	Overall	PT	Walking	Cycling
#Site name	Town	Site name	Size (sqm)	Size (ha)	Local Authority Band	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an	Me an
Area W	Witney	Welch Way	54290.61	5.43	A	79	78	79	84	76	75	77	72	89	89	87	89	93	92	94	90	63	55	69	63	53	52	54	54
NSA - Woodford Way	Witney	Woodford Way	7620.22	0.76	A	75	75	73	82	73	72	74	70	87	87	85	88	90	89	91	87	62	54	69	63	52	52	53	54
REMA N and C	Carterton	REMA N and C	26158.8	26.16	A	63	69	58	64	58	56	59	64	61	60	60	63	79	77	81	84	57	50	63	59	47	47	45	48
North Witney	Witney	North Witney	10205.46	102.05	A	56	61	51	67	45	48	40	54	44	51	34	57	61	61	61	69	55	49	60	60	46	46	43	52
Area A	Witney	Land North of Burford Road	73762.62	73.76	A	39	52	26	54	43	47	35	54	43	52	30	58	59	62	55	67	55	50	59	61	48	47	46	53
Area C	Witney	Land South of Witney	68939.21	68.94	A	44	52	35	57	41	45	35	49	34	43	20	47	57	58	55	65	53	49	56	77	47	46	44	51
Area N	Burford	South of Sheep Street	31209.6	3.12	A	45	47	43	50	51	46	57	56	35	40	43	47	63	63	61	68	38	37	37	50	36	37	32	43
Area J	Chipping Norton	East Chipping Norton	36170.55	36.17	A	39	41	36	57	43	42	42	58	49	48	49	58	65	63	65	76	43	38	47	50	37	35	38	43
West Eynsham East Chipping N	Eynsham Chipping Norton	West Eynsham	75438.5	75.44	A	49	53	44	61	42	48	34	45	37	44	28	32	47	49	43	53	51	53	47	57	50	53	37	52
		East Chipping Norton	10547.37	105.47	A	45	44	44	57	45	44	44	56	47	46	45	53	61	61	59	69	44	38	48	49	36	35	37	42
Area E	Carterton	North of Carterton	78031.84	78.03	B	38	46	29	50	35	37	30	52	30	34	22	43	39	41	34	57	51	46	55	57	41	42	35	47
Area Q	Ducklington	South of Ducklington	30438.6	3.04	B	44	47	39	61	35	40	27	46	24	36	7	37	33	41	22	53	47	45	46	57	43	43	35	51
Salt Cross	Eynsham	Salt Cross SDA	24368.04	243.68	B	37	44	31	54	32	38	24	40	27	35	17	28	38	41	34	47	47	0	43	57	45	49	30	52
Area O	Charlbury	Jeffersons Piece	22079.81	2.21	B	35	33	36	43	48	46	50	52	33	35	29	33	37	36	37	46	41	38	42	48	33	35	25	38
Area P	Charlbury	Land South of Hydac	30830.3	3.08	B	31	34	27	50	43	42	43	46	30	34	25	30	42	40	44	49	41	39	42	49	33	35	25	40

Area D	Witney	Land West of Witney	48282 3	48.2 8	B	27	39	16	37	28	33	21	40	21	30	7	34	39	42	34	51	48	46	47	58	43	44	36	50
Area B	Witney	Land West of Downs Road	37640 6.1	37.6 4	B	32	46	20	42	29	34	21	42	23	33	8	33	31	27	22	48	50	47	50	59	44	45	35	51
Area G	Carterton	North East of Carterton (Employment)	30518 2.7	30.5 2	B	35	46	25	45	29	35	20	42	24	34	9	35	29	36	19	46	47	47	45	57	42	44	29	49
Area K	Long Hanborough	Land South West of Hanborough Station	18978 9.2	18.9 8	C	27	39	17	39	31	38	24	35	20	28	9	23	29	34	23	36	44	47	40	55	44	48	29	51
Area I	Carterton	Land at West Carterton (Alvescot)	91803 0.4	91.8	B	30	40	21	21	29	31	25	40	23	27	16	32	35	37	31	46	44	42	45	53	36	37	26	43
Area F	Carterton	North East of Carterton (Residential)	11274 15	112. 74	B	29	41	19	38	25	31	16	37	23	32	11	32	28	34	20	42	45	45	42	54	40	43	27	46
Area T	Standlake	The Downs, Standlake	13403 3.6	13.4	C	27	40	17	26	36	40	32	42	17	31	0	5	30	39	18	32	38	44	31	48	37	41	21	42
Area U	Tackley	Rousham Road	51397. 64	5.14	C	28	37	21	31	36	39	33	35	12	21	0	7	25	29	21	25	38	41	32	49	37	43	14	42
Area M	Aston	North of Aston	18296. 78	1.83	C	36	31	39	46	29	30	26	39	9	13	3	19	30	26	32	46	36	33	36	51	26	25	18	43
Area L	Bampton	East of Bampton	13639 3.7	13.6 4	C	25	31	18	35	38	35	38	50	24	24	24	34	26	27	24	41	41	36	44	51	28	27	22	42
Area R	Kingham	Kingham Station	75742. 9	7.57	D	31	33	29	38	26	30	20	33	11	20	0	8	27	31	22	34	31	36	25	42	32	36	19	35
Area H	Carterton	East of Brize Norton	11343 69	113. 44	C	21	29	15	23	18	22	13	22	13	18	5	18	15	19	10	24	37	40	32	51	33	35	19	43
Area S	Middle Barton	Middle Barton	15794 0.3	15.7 9	E	21	23	19	25	26	22	28	37	1	1	0	4	11	9	11	23	32	25	37	44	25	24	21	38
Area V	Enstone	Enstone Airfield	45781 7.8	45.7 8	H	5	8	2	14	11	11	7	26	1	2	0	4	13	12	12	23	17	17	13	41	25	24	20	38

