



Warborough and Shillingford Revised Neighbourhood Plan 2025

Appendix 8.0 Transport and Traffic





1. Transport data, analysis of 2011 and 2021 census data

Traffic/transport - 2011

The Parish of Warborough is situated at the foot of the Chilterns, adjacent to the River Thames. It has two main 'A' roads running through it: the A329 (Thame Road), which runs in a roughly north/south direction, and the A4074 which runs in a roughly north-west /south-easterly direction. The two roads meet at Shillingford Roundabout. Traffic volumes are high as a consequence of being on convenient routes linking Reading and the south with Oxford, the M40, and the North.

The A329 has a weight limit of 7.5 tonnes, with a speed limit of 30mph applying within the village envelope. Similarly, the A4074 has a 30mph speed limit from the Shillingford Roundabout to the westerly edge of the village.

The Department of Transport has two count points relevant to the parish. One is situated on the A329, between Warborough and Newington, on the northern boundary of the parish. The most recent data is for 2014, and this shows an Annual Average Daily Flow of 3413 motor vehicles (including 93 HGVs, despite the road's weight limit).

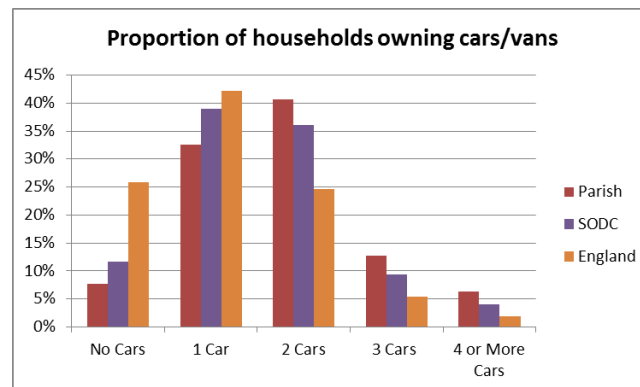
There is a second count point on the A4074 in Shillingford, in the Dorchester direction, at around the point where the 40mph speed limit starts. In 2014, this showed an Annual Average Daily Flow of 17589 motor vehicles.

Whilst some improvements have been made since the 1999 Village Appraisal Report, including the introduction of the 30mph speed limits and a pedestrian crossing across the A4074 near Shillingford Roundabout, many of the problems identified within this report remain. The lack of a continuous footpath through the parish, causes several dangerous hotspots: at Wheeler's End, outside the shop and at the bends in Thame Road, north of Sinodun View.

The scoping survey for this Neighbourhood Plan identified speeding, particularly at the northern end of Warborough, as a continuing concern. However, the most recent set of road safety data, published by the Department of Transport (for 2014) does not record any incidents in the parish. These statistics relate only to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form.

Shillingford is reasonably well-served by buses, with bus stops adjacent to the Shillingford Roundabout lying on routes between Oxford and Reading; Wallingford and Abingdon/Didcot; and Wallingford and Henley. The 1999 Village Appraisal Report showed that there was a demand for a bus service that came into Warborough itself. The routes are only convenient for access to transport hubs, and do not, for example, service onward journeys e.g. to Oxford hospitals or schools, and service can be unreliable.

Residents of the Parish appear to rely on car (or van) ownership. The 2011 census data shows that levels are higher than both the local area and nationally, with 744 vehicles being distributed across the 415 (non-vacant) households via:



According to the 2011 census, 76.8% of employed adults, who do not work from home, drive to work (compared to 60.2% nationally), and vehicle use is essential to access local services such as GP surgeries, hospitals, supermarkets and secondary schools.

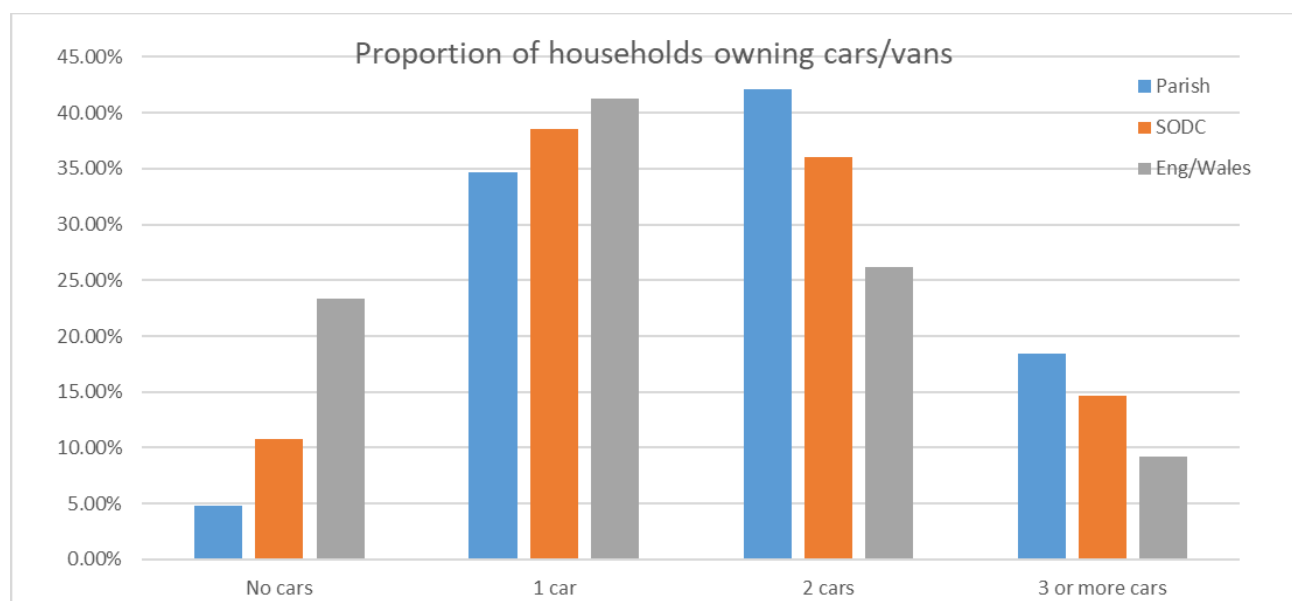
References:

Road safety data: <https://data.gov.uk/dataset/road-accidents-safety-data>

Traffic counts: <http://www.dft.gov.uk/traffic-counts/download.php>

Traffic/transport 2021

Car ownership within the Parish remains high compared to local and national data.



The census data contains data on 719 vehicles from 413 households - an average of 1.72 cars/household - compared to an average of 1.79 in 2011. Car ownership has therefore remained fairly static over the period.

However, there are significant changes to the use of a vehicle for travelling to work. In 2011, 12.1% of residents in employment worked mainly at or from home. In 2021, this had



increased to 49.4%. In 2011, we saw that 76.8 of employed adults, who do not work from home, drive to work. In 2021, the figure is similar at 77.5%.

The fact that despite a significant increase in the number of people working from home, we see no corresponding drop in car ownership adds weight to the argument that a car is essential for everyday use for residents in the Parish to access local services.

Note on accessing 2021 census data:

When obtaining data for the Parish please note it is composed of the following 'Output Areas': E00145720; E00145721; E0145722.

More info on output areas can be found here:

<https://data.cdrc.ac.uk/dataset/output-area-classification-2011>

They are broadly defined by social-economic groupings. Pretty accurately done when you look at the descriptors for out three areas!



2. Local Traffic Collision Data



Figure 2 Accidents in Shillingford 2012-2022



Figure 1 Accidents in Warborough 2012-2022 DoT Stat 19 accidents