



Annex A - Citizens' Assembly recommendations

Introduction

Presented in this annex are the recommendations from the citizens' assembly.

They are presented in 'raw format' as captured at the final session of the assembly on Sunday 16th March. Recommendations are listed in order of preference as expressed by assembly members.

Those shown in table one secured over 80 per cent support from assembly participants. We maintain the use of the 80 per cent threshold, which was established when citizens' assemblies first gained prominence, as a means of ensuring that each assembly member has the opportunity to individually register their position before recommendations are finalised. This approach provides a clear indication of consensus within the assembly.

Recommendations that do not meet the 80 per cent threshold during the assembly are shown in table two.

About the assembly recommendations

As described in the accompanying Cabinet paper, this citizens' assembly brought together a diverse range of views and lived experiences, fostering extensive dialogue and debate before the final deliberation stage. As a result, these recommendations reflect a well-rounded and considered perspective on the issues discussed. Any similarities observed will reflect one of two reasons:

1. They did not have the opportunity to merge due to time on the weekend
2. The dialogue sitting behind them was different and will be reflected in the final report.

The assembly members trust that these recommendations represent what they collectively value and ask the council and its partners to consider as they move forward with the local transport and connectivity plan (LTCP) and the central Oxfordshire travel plan (COTP).

The names of facilitators have been retained in three recommendations, as one of the new proposals specifically references them.

Table one: Citizens' assembly recommendations that achieved over 80 per cent support

	Recommendation	Level of support from assembly participants %
1.	<p>To reduce congestion and emissions in Central Oxfordshire by maximising the use of park and ride:</p> <ul style="list-style-type: none"> - Use of shuttle services to businesses, schools and hospitals from park and ride - Improved cycle connectivity to park and ride and safe cycle storage - Increased frequency of buses from park and ride and incentivised use by making them free. - Improved connectivity between park and ride. <p>This should commence within 12 months.</p>	97.06
2.	<p>Implement standardised ticketing across all of the bus companies in the county. This will make buses easier especially for younger and older people, visitors and people whose first language is not English. Increase overall bus use.</p>	94.12
3.	<p>Sell the vision to the public: inform them about transport and active travel options, and their benefits. Examples: information stands with live feeds, social media campaigns, posters and billboards, regional news and radio, advertising on taxis and public transport.</p>	94.12
4.	<p>Oxfordshire County Council (OCC) to create and administer a 'kite mark' / standard called 'The Oxford Travel Positive Employer' for large companies (e.g over 100 employees). This will generate revenue for OCC to contribute to a ring fenced fund for active travel, traffic reduction, and low emission travel. Criteria could include introduction of shuttle services for staff, use of EV vehicles, encouraging staff to use buses, shower and change facilities, and encouraging car sharing, with Gold, Silver and Bronze levels for the employers</p>	94.12

5.	<p>Invest in educating and informing the public about transport and active travel options and their benefits. To sell the vision of a healthier and more connected travel network and increase public buy in for effective implementation. People need to be inspired by the benefits and opportunities of active travel and public transport. Offer carrots in order to make effective change.</p> <p>Education: school programmes, information roadshows, social media campaigns, posters, billboards, advertising (on buses and taxis).</p> <p>Information: Information points in town and city centres with live data, maps, links to support, accessibility features (vision impaired etc.), information about where to find trains, buses, taxi ranks, bicycle rentals etc.</p> <p>Make public knowledge of information points through social media campaigns, regional radio and news (etc.)</p>	94.11
6.	<p>To improve connectivity in rural areas by ensuring that local communities are listened to by involving them in decision making. Considerations should be given to active travel options and repurposing bridle paths for greenways, rural hubs, car sharing, community travel (mini buses and cars), any other needs identifies by the community, first and last mile options. In terms of accountability evidence MUST be shown that community voices have been listened to in the decision making.</p>	91.18
7.	<p>Improve community infrastructure in the medical sector.</p> <p>Why? less congestion and reducing car journeys, and reduce number of people coming into Oxford. This is line with liveable neighbourhoods thinking.</p>	91.18
8.	<p>Reduce road fatalities and serious injuries by encouraging behaviour change through, for example, enforcements of 20mph limits, using ANPR, more use of speed warnings 'face' signs. Support for residents who want to get involved in community traffic watch initiatives and speed humps. Implement</p>	88.25

	in residential areas, outside schools, and other road fatality hotspots.	
9.	Implementing a franchise model between county council and bus companies so that the council takes back control of bus routes, timetables and pricing so that it ensures that it is driven by needs and services, not just profit. Similar to London and Manchester models.	88.24
10.	Build new housing developments so that major facilities are within walking distance. This will reduce traffic, encourage health habit, build community and create jobs. We acknowledge sometimes it is supportive for well being for people to get out of their immediate neighbourhood - this proposal does not remove the possibility of people doing that.	88.24
11.	<p>A designated road just for a bus system (exceptions for cyclists, emergency vehicles, blue badge holders and taxis during certain hours).</p> <ul style="list-style-type: none"> - Frequent service and stops - Subsidies for 60+ - Under 16s- incentivise families. <p>City centre location - moving towards a car free city centre.</p> <p>Reserved/exclusive to buses - not new build, existing roads</p> <p>Long term behaviour change. Depends on a 1st class service, has to be accessible, frequent and affordable (an alternative to having a tram).</p>	88.23
12.	Make the city centre car free while being fair and not disadvantaging key groups. The aim would be to reduce congestion, cut emissions, improve environmental and human health and make the city more visitor friendly. Those mainly impacted by this would be car drivers. The intention is to create alternatives for drivers, implementing policies in a phased way so that they have alternatives to use. Alternatives include: strengthening bus networks, making cycling safer, and making the Park and Rides into mobility hubs). It is likely disincentives (sticks) would be needed to encourage people out of cars.	87.67

13.	Promote generational change over the next 15 years to shift the next generation to think active travel first, bus second, car third by making bus and bike travel affordable, extending bike programmes for schools, education programmes from primary school all the way through, and children travel free on public transport. This also helps change behaviour of parents.	86.73
14.	Introduce mobility hubs types 1 and 2 to make cycling safer, reduce congestion, improve rural connectivity Specifically, type 1 in Banbury and Dicot Type 2 in Chipping Norton, Abingdon, Witney, Wantage.	84.76
15.	Introduce a graduated Work Place Parking Levy which must be paid by the employer rather than the employee, and which facilitates reductions and award 'Kite Marks' to those employers that contribute to the COTP and LTCP - exemptions to be decided in a consultation process.	82.36
16.	<p>What: reduce driving by commuters, short trips, and school runs.</p> <p>Why: in order to improve health and the environment, and reduce traffic fatalities by:</p> <p>How:</p> <ol style="list-style-type: none"> 1. Introducing a workplace parking levy to generate income for other travel schemes 2. Encourage car sharing by business, schools and other organisations by introducing apps etc and advertising car share schemes. Reflect in the employer kite mark. 3. Introduction of mobility hubs at train stations. 	82.35

Table 2: Recommendations below 80 per cent support

	Recommendation	Level of support from assembly participants %
17.	Subsidised travel for 60+ ensuring it is accessible in peak times. Children under 10 free, children 10-16 (or 18) free during school times, funded by WPL and ZEZs	79.42
18.	Implement a congestion charge to cut car usage coming into the town centre and raise money for the county council. This should be in addition to the ZEZ. This would encourage us to use the park and ride. It is important to have alternatives to car use before this is implemented. For instance using the money that is raised to incentivise other transport options. There will need to be exceptions.	73.53
19.	Trams: develop a north - south and east- west in Oxford that links the park and rides. Trams are sleek, modern, spacious and carry more people than buses. Their energy consumption is also much lower than that of a bus. They provide more capacity than buses and additional room for wheelchair and bicycle users. A tram would help maximise usage of park and rides.	73.53
20.	Generate income to enable the recommendations approved yesterday (Saturday), recommendation 12 and recommendation 14. We will do this by evolving the ZEZ into a wider congestion zone within the ring road, with fair exemptions/concessions by late 2020s.	69.7