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Prepared for:



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# Consultation Report:

Central Oxfordshire Travel Plan

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October 2022

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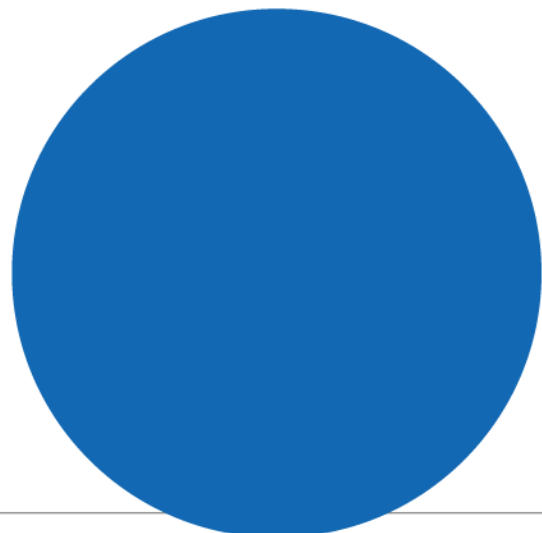
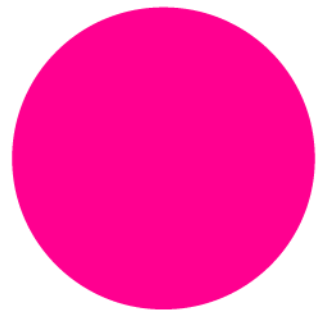
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# Executive summary





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Here we summarise the findings from a public consultation to gather feedback from residents and stakeholders on the Central Oxfordshire Travel Plan (COTP).

## Background

The Central Oxfordshire Travel Plan has been developed by Oxfordshire County Council as part of its countywide Local Transport and Connectivity Plan (LTCP).

The draft Central Oxfordshire Travel Plan sets out to develop an innovative, inclusive and carbon neutral transport system with a focus on how people can move quickly and safely around the area. The COTP proposes a set of 22 actions and 8 outcomes to help achieve a sustainable and reliable transport system across the Central Oxfordshire area.

## The Central Oxfordshire Travel Plan

The COTP sets out the pathway to deliver a net-zero transport system which aims to protect the environment and make the county a better place to live for all residents. The plan covers the urban area of Oxford and looks to improve the connectivity to and from the city, including the main villages on the connection path (Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley).

## Overall comments on the proposed plan

Throughout the feedback process, it was consistently made clear that reliable public transport is the most important consideration for the Central Oxfordshire Travel Plan. From the rating scale to open comments, respondents consistently share their support for an improved public transport network. This includes more affordable bus fares, bus routes to cover more rural areas, more frequent bus schedules, later running buses, more accessibility for prams/wheelchairs, better variety, and connectivity of different modes of public transport, and improved safety (i.e., well-lit bus stops).

The top three rated outcomes from the plan were;

- An inclusive transport network that improves accessibility for all of our residents,
- A comprehensive, safe, inclusive cycle network, to rival the best in Europe, and
- A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week.

The lowest rated outcome for importance was; *A reduced impact of private vehicles, where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles.* Concerns for this outcome were voiced for residents with young families, people with disabilities, people commuting out of the city, and residents who stated a need for private vehicles for work. Respondents liked the idea of having personal zero emissions vehicles, however some feared this



may cause a class division as low emission vehicles are perceived by some to be expensive.

Improved cycle infrastructure was discussed by respondents throughout; respondents would like to see a solid cycle network with a focus on safety for cyclists, pedestrians, and other road users. Some were concerned about the feasibility of introducing such a network as current Oxfordshire roads may not be suitable. Better parking facilities for bikes is a suggestion to aid the support for this outcome.

Respondents were in favour of improving the air quality and decreasing pollution in Oxfordshire; however, concerns were raised about the means proposed to achieve this. The actions and outcomes in principle were supported to a degree, however, many respondents raised concerns, for example, Low Traffic Neighbourhoods (LTNs) received a lot of discussion with some respondents suggesting that these will cause more traffic and more air pollution (although LTNs are not a proposal for the COTP).

### **Areas of support**

In general, respondents reported agreement with the majority of the proposals. Specific support was noted in relation to the need for affordable and safe transportation to be accessible for all (with a particular inclusion of elderly and disabled respondents).

Respondents tended to agree that public transport needs to be improved across central Oxfordshire with a focus on reducing pollution and working towards cleaner air in the county. A recurring theme was the need for more pedestrian-friendly and cycle-friendly spaces throughout urban areas to improve access. Many respondents gave support to introducing transport hubs that could connect different modes of transport and improve connections to/from Oxford's rail and bus stations.

Respondents would like fewer cars on the road and a cleaner environment. Thoughts on how best to achieve this included;

- accommodating better/more bus routes and safer access for cyclists,
- maintaining strong accessibility for commuters, hospitals, and shopping centres

Respondents also expressed some support for reducing the number of HGVs in Oxfordshire and would like to know more about the delivery of a freight transfer and consolidation feasibility study and potential pilot.

### **Areas of concern**

Many respondents were concerned about the cost of the proposed outcomes, with most outcomes being described as unrealistic or having the potential to cause more problems. Another concern was that of the disparity between lower and higher income families. It was suggested that low emission private vehicles are expensive and less accessible for low-income families. Furthermore, the affordability of public transport was a cause for concern as many respondents considered public transport to be expensive and inaccessible for some.

Concerns were expressed for people with disabilities, families with young children and elderly people, as it was considered by some respondents that many of the COTP



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proposals would not be suitable for them. For example, concerns were raised with the 20-minute neighbourhood proposal as although it was considered by some to be a good idea in principle, there were concerns that it may restrict people's accessibility to drive in order to access essential locations such as hospitals and schools. Comments were also received about cycling and other modes of transport not being suitable for elderly or disabled people.

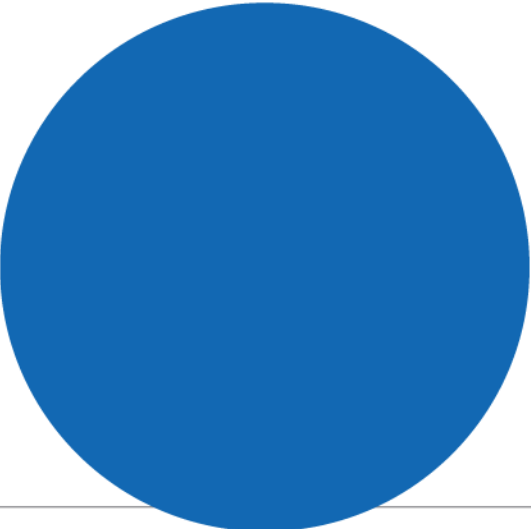
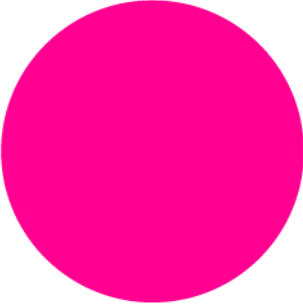
Other concerns relate to the practicality of reducing traffic as private vehicles were considered by some respondents to be more convenient. Although most agreed with the plans, some respondents thought parts of the proposals were unrealistic and may be an unnecessary cost or may not be actioned correctly. Many concerns highlighted by respondents suggested they would prefer the council to prioritise improving the road infrastructure, public transport, parking, and access for cyclists/pedestrians.

A recurring concern expressed by some respondents is disagreement with Low Traffic Neighbourhoods (LTN's); numerous respondents do not approve with introducing such schemes, citing concerns that they could negatively impact areas by causing more congestion and more pollution. Respondents also described Oxford as being difficult to access at present. It should be noted that LTN's are not a proposed measure within COTP.



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# Introduction







In this section we provide details of the background, objectives, and methodology used in the consultation.

### **Background to the consultation**

Residents and local stakeholders were encouraged to provide feedback on the proposals via a survey which was accessible on the Oxfordshire County Council website from 22<sup>nd</sup> August until 13<sup>th</sup> October 2022.

This included a 10-day extension to the consultation to account for a period of mourning following the passing of Queen Elizabeth II.

The results of the consultation reflect the thoughts and opinions of residents and stakeholders. A number of different consultation approaches were used which focussed on a survey that was administered online, with hard copies also made available. It received 2035 online respondents, who provided 21,103 verbatim comments. Additionally, there were 294 separate email responses to the consultation. A full profile (by respondent type and demographics) of who responded to the survey is provided on page 12.

- The link to the online feedback survey can be found on [letstalk.oxfordshire.gov.uk/central-oxfordshire-travel-plan](http://letstalk.oxfordshire.gov.uk/central-oxfordshire-travel-plan)
- Further information on the proposals can be found on the Oxfordshire County Council website: [www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

### **Communications and engagement**

A variety of methods were used to engage with people about the draft Central Oxfordshire Travel Plan (COTP).

Information, including a short video animation (with sub-titles), an executive summary of the draft plan, the full draft plan, frequently asked questions and a survey were published on the Let's Talk Oxfordshire website page. The consultation page had 17.3k visitors. Of those 12k were classified as "aware" of the draft COTP as they viewed at least one page of the survey. A further 7.7k were classified as "informed", as they took an action such as viewing a video or downloading a document or reading the FAQs. A total of 2,035 people completed the survey, making them "engaged" visitors as they provided valuable feedback to shaping the final COTP document.

To meet accessibility needs, offline copies of the survey were also made available, along with options for alternative formats (for example Easy Read, large text, audio, Braille or a community language), in order for people to have their say.

A separate information page about the COTP was also published on the Oxfordshire County Council website page. This was viewed by 1,580 people, with 342 of those clicking through to the consultation page.

Social media posts across OCC's Facebook, Instagram, LinkedIn, Next Door and Twitter in August, September and October reached a combined audience of 43k. The posts included information on how people could have their say on the draft



plan, along with information about 20-minute neighbourhoods, accessible and inclusive travel, transforming travel, travel options and a date change to extend the survey closing date following the death of the Queen.

In addition, 139 stakeholder contacts were emailed in August 2022 to notify them of the consultation.

Two public engagement sessions (including a face-to-face panel discussion and an online question and answer session via YouTube) were held. These were undertaken alongside consultation on the Oxford traffic filters ETRO proposals. The events took place on 6 and 8 September, with the 8 September event rearranged to 4 October due to the passing of the Queen midway through the event.

The project team also had specific stakeholder presentations and discussions at meetings of:

- Oxford Inclusive Transport and Movement Focus Group (6 September)
- Cyclox (20 September)
- Active Travel Co-Production Group (8 September)

Further promotion of the survey included:

- Travel bulletin – sent to 4,300 subscribers.
- Oxfordshire County Council resident newsletter – ‘Your Oxfordshire’ sent to 36,000 residents.
- Press release published on 22 August which supported external coverage via BBC online, BBC television, BBC radio, JackFM, and Oxford Mail.
- Have your say information on available digital display screens in Oxford libraries.
- The county council worked closely with Oxford City Council on cross promoting both the Central Oxfordshire Travel Plan and separate traffic filter consultations.
- Numerous referrals for survey completions were also received via stakeholder promotion, including from the Oxford bus company; Cyclox and the Coalition for Healthy Streets and Active Travel.

## **About the survey**

Oxfordshire County Council administered a survey to its residents to understand their opinions and perceptions surrounding the proposed Central Oxfordshire Travel Plan. A series of questions including closed and open verbatim questions were asked to help provide a holistic view of how Oxford’s residents and stakeholders believe the travel plan will affect current transportation.

In total, 2368 responses were received overall. Of these, 2035 responses were received via the online survey and 294 residents commented via email (summarised on page 74). 32 stakeholders provided their feedback separate to the online survey; this is discussed on page 71. A list of responding stakeholders can also be found on page 82.



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The survey results reflect the opinions of residents and stakeholders; highlighted in the summary report are the positive reactions expressed by respondents, along with possible concerns that residents and stakeholders believe may arise when implementing the travel plan.

### **About this report**

DJS Research, an independent market research company, was commissioned by the council to provide an independent analysis of the survey findings.

The survey introduced the proposals then asked respondents a series of questions including closed ('tick-box') questions, and open questions where respondents could type in comments.

In addition to analysing the closed questions, DJS Research carried out thematic analysis of the open comments from the online survey on a question-by-question basis, coding them into themes so that these could be quantified.

This document summarises the findings from the independent analysis.

The survey findings will inform the decisions about the draft plan as respondents express their support for proposals and offer feedback on how the outcomes can be successfully achieved. The survey findings also shed light on some of the concerns communicated by respondents and businesses.

**Important note:** Those who do not support the proposals or who are unsure of them were much more likely to make a comment than those who think they are a good idea.



## Respondent profile

In total, 2,035 responses to the survey were received. A profile of the respondents to the survey is provided below (tables 1 to 5).

**Table 1: Please say whether you are:**  
**OVERALL RESULTS** (all responses: n=1993).

Respondent type	No. responses	% responses
An Oxfordshire resident	1841	92%
A member of the public living elsewhere who travels to Oxfordshire	49	2%
A parish meeting representative, parish councillor or town councillor	12	1%
A county council employee	10	1%
A county councillor	4	>1%
A district or city councillor	9	>1%
A representative of a group or organisation	19	1%
A representative of a business	32	2%
Other	17	1%

**Table 2: If you live in Oxfordshire which district do you live in?** (all responses: n=1994).

Respondent type	No. responses	% responses
Cherwell	145	7%
South Oxfordshire	171	9%
Vale of White Horse	269	13%
West Oxfordshire	111	6%
Oxford City	1260	63%
I don't live in Oxfordshire	38	2%

**Table 3: Please say whether you are:** (all responses: n=2001).

Respondent type	No. responses	% responses
Under 16	2	>1%
16-24	34	2%
25-34	187	9%



35-44	400	20%
45-54	470	23%
55-64	440	22%
65-74	285	14%
75-84	84	4%
Over 85	6	>1%

**Table 4: What is your sex...?** (all responses: n=1992).

Respondent type	No. responses	% responses
Male	865	43%
Female	938	47%
Other	10	1%
Prefer not to say / not answered	179	9%

**Table 5: What is your ethnic group?** (all responses: n=1988).

Respondent type	No. responses	% responses
Asian or Asian British (Indian, Pakistani, Bangladeshi, any other Asian background)	42	2%
Black or Black British (Caribbean, African, or any other Black background)	9	>1%
Chinese	12	1%
Mixed (White & Black Caribbean, White & Black African, White & Asian and any other Mixed background)	33	2%
White (British, Irish, any other white background)	1519	76%
Other	35	2%
Prefer not to say	338	17%

**Table 6: Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?** (all responses: n=1963).

Respondent type	No. responses	% responses
Yes – limited a lot	83	4%
Yes – limited a little	231	12%



No	1465	75%
Prefer not to say / not answered	184	9%
NET: Yes	314	16%

**Table 7: How did you find out about this consultation?** (all responses: n=1981).

<b>Respondent type</b>	<b>No. responses</b>	<b>% responses</b>
<b>Local community group/organisation</b>	495	25%
<b>NET: Social Media</b>	436	22%
<b>Friend/relative</b>	369	19%
<b>Local news item (newspaper, online, radio, tv)</b>	366	18%
<b>Other</b>	276	14%
<b>Email from Oxfordshire county council</b>	250	13%
<b>Oxfordshire.gov.uk website</b>	227	11%
<b>Oxfordshire county councillor</b>	72	4%
<b>Parish or town council</b>	36	2%



Respondents were asked to think about the challenges in delivering an efficient, reliable transport network in Central Oxfordshire and to rate in order of importance the issues they were most concerned about.

### Headline findings

Having reliable public transport is seen as a key issue.

Overall results for this question are summarised in figure 1, below.

**Figure 1: Can you rate in order of importance the issues you are most concerned about?** (all responses: n=2035).

	1 – most important	2	3	4	5 – least important
Reducing congestion	18%	13%	20%	17%	<b>25%</b>
Improving air quality	11%	18%	18%	<b>25%</b>	19%
Safer options for walking & cycling	<b>26%</b>	15%	18%	14%	19%
Reliable public transport	24%	<b>26%</b>	20%	17%	5%
Affordable transport networks	15%	<b>21%</b>	16%	18%	<b>21%</b>

Most important (net score) (n=2035)		Least important (net score) (n=2035)	
Reliable public transport	50%	Improving air quality	44%
Safer options for walking & cycling	41%	Reducing congestion	42%
Affordable transport networks	36%	Affordable transport networks	39%
Reducing congestion	31%	Safer options for walking & cycling	33%
Improving air quality	29%	Reliable public transport	22%

From Figure 1 above it can be seen that reliable public transport, safety for walking and cycling, and affordable transport are most important for residents and stakeholders. The least important issues were improving air quality and reducing congestion.



	<b>Average rating (most important to least)</b> (n=2035)
Reliable public transport	2.32
Safer options for walking and cycling	2.61
Affordable transport networks	2.85
Reducing congestion	2.95
Improving air quality	3

## Results by demographic group

	<b>Average rating (most important to least)</b>		
	<b>Total</b> (n=2035)	<b>An Oxfordshire resident</b> (n=1841)	<b>Stakeholder</b> (n=86)
Reliable public transport	2.32	2.33	2.42
Safer options for walking and cycling	2.61	2.59	2.77
Affordable transport networks	2.85	2.87	3.13
Reducing congestion	2.95	2.99	2.91
Improving air quality	3	3.03	2.86

	<b>An Oxfordshire resident</b> (n=1841)		<b>Stakeholder</b> (n=86)	
	<b>Most important</b>	<b>Least important</b>	<b>Most important</b>	<b>Least important</b>
Reducing congestion	31%	42%	35%	44%
Improving air quality	29%	46%	37%	33%
Safer options for walking & cycling	43%	33%	36%	35%
Reliable public transport	51%	22%	51%	25%
Affordable transport networks	37%	39%	30%	51%

The most important factor for both residents and stakeholders is reliable public transport. The least important factor for residents is improving air quality and the least important factor for stakeholders is affordable transport networks.





Age band – Most important									
	<b>Under 16*</b> (n=2)	<b>16-24</b> (n=34)	<b>25-34</b> (n=187)	<b>35-44</b> (n=400)	<b>45-54</b> (n=470)	<b>55-64</b> (n=440)	<b>65-74</b> (n=285)	<b>75-84</b> (n=84)	<b>Over 85</b> (n=6)
Reducing congestion	0%	32%	34%	33%	29%	29%	34%	33%	50%
Improving air quality	0%	21%	29%	33%	28%	30%	30%	27%	17%
Safer options for walking & cycling	100%	35%	51%	53%	43%	40%	31%	21%	0%
Reliable public transport	100%	71%	45%	42%	51%	52%	59%	61%	50%
Affordable transport networks	0%	41%	39%	32%	39%	37%	35%	38%	50%

\* Caution low base size

When looking at differences in terms of age, the most important factor to focus on for young adults (up to the age of 24) and for those aged 45+ is reliable public transport. Interestingly those aged 25-44 years of age found safer options for walking and cycling to be the most important factors.

Age band – Least important									
	<b>Under 16*</b> (n=2)	<b>16-24</b> (n=34)	<b>25-34</b> (n=187)	<b>35-44</b> (n=400)	<b>45-54</b> (n=470)	<b>55-64</b> (n=440)	<b>65-74</b> (n=285)	<b>75-84</b> (n=84)	<b>Over 85</b> (n=6)
Reducing congestion	50%	50%	47%	43%	44%	42%	34%	32%	33%
Improving air quality	50%	59%	51%	44%	47%	45%	41%	33%	33%
Safer options for walking & cycling	0%	50%	26%	27%	30%	34%	41%	48%	50%
Reliable public transport	0%	18%	29%	26%	24%	21%	17%	18%	0%
Affordable transport networks	100%	24%	40%	47%	36%	40%	42%	36%	17%

\* Caution low base size

Differences could also be seen for the least important issues by age with those aged 75+ more likely than other age groups to feel that safer options for walking and cycling are least important to them perhaps reflecting that this age group are least likely to cycle.



Gender – Most important			
	Male (n=865)	Female (n=938)	Other (n=10)
Reducing congestion	33%	30%	40%
Improving air quality	29%	30%	40%
Safer options for walking & cycling	46%	39%	40%
Reliable public transport	47%	54%	30%
Affordable transport networks	33%	39%	30%

Males and females both rated reliable public transport as the most important challenge. However more males than females (46% cf. 39%) felt safer options for walking and cycling were most important.

Gender – Least important			
	Male (n=865)	Female (n=938)	Other (n=10)
Reducing congestion	40%	43%	40%
Improving air quality	45%	45%	20%
Safer options for walking & cycling	30%	36%	20%
Reliable public transport	26%	20%	30%
Affordable transport networks	42%	40%	50%

Improving air quality and affordable transport networks were the least important aspects to focus on.

Ethnicity – Most important						
	Asian (n=42)	Black (n=9)	Chinese (n=12)	Mixed (n=33)	White (n=1519)	Other (n=35)
Reducing congestion	21%	22%	42%	27%	32%	26%
Improving air quality	19%	11%	25%	33%	31%	40%
Safer options for walking & cycling	33%	22%	33%	48%	45%	29%
Reliable public transport	64%	67%	58%	52%	50%	54%
Affordable transport networks	43%	56%	42%	30%	34%	40%



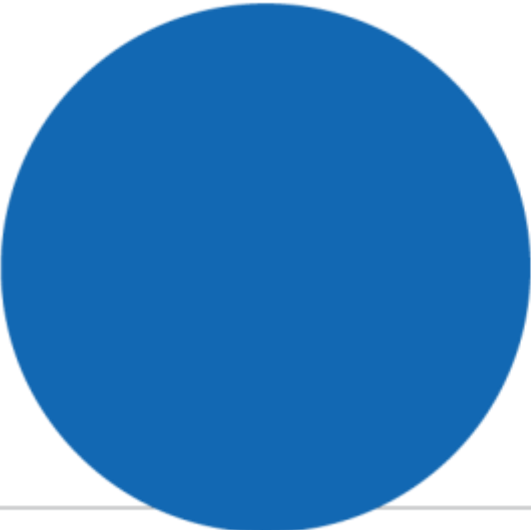
Reliable public transport is again the most important challenge to focus on for all ethnicities. However, it is worth noting that this is particularly important for people of non-white heritage. Having an affordable transport network was also a more important factor for Black heritage respondents in particular (56% black heritage respondents cf. 34% white heritage respondents although base sizes are very small).

Ethnicity – Least important						
	Asian (n=42)	Black (n=9)	Chinese (n=12)	Mixed (n=33)	White (n=1519)	Other (n=35)
Reducing congestion	57%	56%	50%	42%	42%	29%
Improving air quality	45%	33%	58%	42%	45%	46%
Safer options for walking & cycling	26%	44%	58%	30%	31%	54%
Reliable public transport	17%	22%	17%	21%	23%	26%
Affordable transport networks	24%	11%	17%	45%	44%	31%



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# Comments on Outcomes





After indicating their levels of support for the proposals, respondents were asked to provide their agreement with all outcomes and discuss their reasoning.

This was a set of ranking questions followed by the option to give reasons for their answers; respondents were asked to rank on a scale of 1 to 8, where 1 is most important, and 8 is least important, how important each of the proposed outcomes are.

Below we therefore provide a summary of key themes broken down by the level of support for the proposals.

**Figure 2: Can you rank in order of importance the suggested outcomes of the draft Central Oxfordshire Travel Plan** (all responses: n=2035).

	Important	Not important
<b>An inclusive transport network that improves accessibility for all of our residents</b>	57%	30%
<b>A comprehensive, safe cycle network, to rival the best in Europe</b>	55%	29%
<b>A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week</b>	53%	31%
<b>Beautifully designed streets and public spaces, with clean air</b>	42%	42%
<b>A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods where everything people need for their daily lives can be found within a 20-minute walk</b>	40%	44%
<b>Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources</b>	36%	47%
<b>Improved safety realised through a Vision Zero approach to transport safety across the area</b>	35%	47%
<b>A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles</b>	30%	54%

Respondents report the most important outcomes to be having an inclusive transport network, a zero-emissions bus network accessible 24/7, and a safe cycle network. The least important outcomes are a reduction of private vehicles, so roads



are congestion free (30%), improved transport safety through a Vision Zero approach (35%) and carbon neutral transport (36%).

**Outcome A - A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week**

**Figure 3: (Q03a)**

**To what extent do you agree or disagree with the outcome: a flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week** (all responses: n=1995).

	<b>No. responses</b>	<b>% responses</b>
<b>NET: Agree</b>	1343	67%
<b>NET: Disagree</b>	470	24%

**Feedback on the outcome (1527 responses)**

While most respondents agreed with this outcome that public transport should be improved, some barriers and concerns were noted such as the bus route only impacting people in the town centres and not in the rural areas, the practicality of putting all the focus on public transport, and the reliability of the network when commuting or travelling with children. Concerns about accessibility for everyday life and for elderly or disabled people was highlighted as some people were concerned about the cost implications if the outcome isn't successful. A number of respondents reported that private vehicles will still be a preferred method of transportation:

- Public transport needs to be more reliable/frequent/cheaper/affordable/free
- Speed of journey is a priority (e.g., bus speed, ticket purchase speed etc.)
- Want public transport to take precedent over cars
- Want to encourage more cycling
- Concerns that bus routes will only accommodate busy/central locations (town centres etc.) and not surrounding/rural areas and vital areas (i.e. hospitals and supermarkets)
- Concerns over disabled/elderly access/families with young children
- Speed isn't important/ speed limit is dangerous
- LTNs have made road congested/polluted/unsafe/ remove LTNs
- Do not think it will work/ unrealistic



## Example comments

"You're missing the wood for the trees and focussing on the wrong priorities. The #1 objective should be efficient and quick movement of people from A to B. You're too hung up on cycle lanes and zero emissions, forgetting people are going to be stranded in outlying areas without regular and affordable public transport."

"Low cost, efficient and comprehensive public transport is the only way to cut car use. Dreams of everyone cycling and walking are pie in the sky!"

"This is over ambitious, but I would strongly agree with a much more comprehensive, faster, and more reliable bus network than we have at present. I worry that nowhere is there a mention of affordability."

"This needs to be considered in the context of other appropriate emission free travel that provides flexibility e.g., for those individuals who are elderly and unable to carry their shopping to or on the bus."

"Reliable zero emission buses would be excellent but must also be reliable so as to not disadvantage bus users over other people."

"Buses in Oxford are far too expensive and do not go East to West. How can you get from Cowley/Iffley to Headington, for example? Only by going into the centre of the city and changing. The 'concept' is good, but the reality is the bus network is not fit for purpose and simply making it miserable for people to drive is not going to improve that!"

"This is totally unrealistic. Who will want to live in the city if you can't own a vehicle as can't get to/from your property in any sensible manner. We travel by bike to/from work but own a car to travel longer distances and would feel our children's life would be highly restricted by not being able to do this due to the traffic plan."

"This is essential as without this people will simply rely on their cars. Not everyone can jump on the bus - however affordability is an issue as is centralisation as at the moment there are too many different companies involved and it is far too confusing."

"I am strongly in favour of a zero emission bus network. The current stock of diesel buses running in Oxford are a major contributor to pollution. Even the Hybrid buses only run on electric for 2-3secs after pulling off, and the buses driving down Queen Street are regularly running on Diesel. Buses do not need to travel at the speed limit 24 hours a day. Buses are part of the transport solution, and whilst minimising the delays they incur it should not be to the exclusion of other forms of transport."



## Outcome B - A comprehensive, safe cycle network, to rival the best in Europe

### Figure 4: (Q03b)

To what extent do you agree or disagree with the outcome: A comprehensive, safe cycle network, to rival the best in Europe (all responses: n=1981).

	No. responses	% responses
<b>NET: Agree</b>	1279	65%
<b>NET: Disagree</b>	470	24%

### Feedback on the outcome (1559 responses)

Despite a majority agreement with the proposal, fewer positive themes were identified when discussing Outcome B. Themes emerged such as questioning the safety and viability of cycling as an option in Oxford and trepidation around access for disabled/elderly respondents and general access for emergency services or work. Some stronger opinions captured from respondents included describing the outcome as impractical and unrealistic, believing it to be a waste of money and disagreeing with comparing the proposed plan to that of European infrastructures:

- Agree that cycling infrastructure should be improved (e.g. more/segregated cycle lanes, bike storage etc.)
- This is a priority
- Roads not big enough/suitable for cycle lanes/safe
- Cycling isn't a viable option for me/others
- Negative opinion of cyclists/ cyclists should be held accountable
- Concerns over disabled/elderly access/essential location access (hospitals etc)
- Do not think it will work/ unrealistic/ impractical
- Shouldn't be trying to rival Europe (different geography, different infrastructure/layouts etc.)
- Cycling shouldn't be prioritised over cars or pedestrians
- Waste of money
- Cycling should not be a priority

Improved cycle networks are supported by the majority of respondents; however, relatively few comments of encouragement were provided to this question. Although the majority do support, there are concerns to be taken into consideration. The main concern being that current road infrastructure cannot support designated cycle lanes and that implementation could disrupt other road users. Secondly, many respondents felt that cycling is not considered a viable option for many respondents such as the elderly, nor is it appropriate for all journeys. It was therefore suggested that prioritising cycling is not always going to be appropriate.





## Example comments

"The existing network needs to be properly maintained. Too much of it at present has poorly maintained surfaces, overhanging vegetation, etc. and is poorly designed. Relevant councillors and officers should regularly use the network for which they are responsible."

"As a cyclist in Oxford city centre myself, often the scariest part of cycling is trying not to get run over by BUSES, especially on the High Street or up Banbury/Woodstock Roads. How will you ensure that cycling on these roads is safe?"

"Yes to a safe cycle network but no to shared road space with buses, or pavement space with pedestrians, which is what we have on all cycle paths at the moment. We also need realistic routes - if commuters are cycling, they don't want a scenic route, they want to get to work as fast as possible. Enforcement of parking restrictions in bike lanes is essential, and currently not happening. Skips are often placed in bike lanes as well."

"This is really important - too many fatalities on Oxford's roads as far back as I can remember. We know some EU countries have better networks and lesser fatalities, so let's copy them."

"This goal should not be at the expense of other modes of transport; not everyone does, can or wishes to ride bicycles at any time of the day or for any purpose."

"The outcome will never be achieved because it will not be supported by sufficient investment. Messing about with the existing painted lines is not going to rival the best safe cycle network in Europe."

"Sounds good. But rather than start with the lofty ambition of setting up a network to "rival the best in Europe" I would ask that the condition of existing roads which can be used by cyclists be brought up to at least average European standards - as a cyclist the shoddy state of many major and minor roads and the countless potholes not only make every single journey less comfortable and wear down my bicycle, they are also a safety hazard."

"I am an avid and confident cyclist who commuted for 10 years in London by bike and I find Oxford a difficult and often hostile place to cycle particularly at rush hour."



## Outcome C - Beautifully designed streets and public spaces, with clean air

### Figure 5: (Q03c)

To what extent do you agree or disagree with the outcome: Beautifully designed streets and public spaces, with clean air (all responses: n=1981).

	No. responses	% responses
NET: Agree	1324	67%
NET: Disagree	329	17%

### Feedback on the outcome (1442 responses)

When asked about beautifully designed streets and public spaces, respondents expressed a level of support, with specific comments asking for the maintenance of these green spaces. However, the majority of positive comments relating to this outcome included calls for slightly different priorities. The concerns expressed by respondents related to the outcome being a waste of money and unrealistic. Potential barriers such as the road infrastructure and access for commuters were also highlighted. Opposition to the outcome discussed Oxford's past attempts to achieve more attractive public spaces, however, previous attempts were viewed by some as unsuccessful.

- Beautiful areas will need to be maintained/cleaned
- Build more green areas/plant trees etc.
- Prefer focus on clean air/reducing pollution/reducing cars on roads
- Prioritise safety
- There should be more pedestrianised areas/cycle-friendly areas
- Need better parking options
- Does not think it will work/unrealistic
- Waste of money/prefer budget to spent elsewhere/concerns over costs
- Concerns over commuting into the city (work, shops etc.)
- Road infrastructure will make any changes difficult
- Past attempts to improve city appearance have failed/don't agree with the council's view of beauty
- This is unnecessary/not a priority/prefer focus to be elsewhere
- LTNs have worsened air quality/congestion (opposed to LTNs)

This outcome received support from respondents; however, most positive comments were suggestions for the future. For example, while the outcome is supported, respondents would like to see public spaces being maintained and a focus on reducing pollution and creating safer spaces. Some comments suggested respondents do not trust the outcome will be realised fully as past attempts at such improvements are considered to have failed or have worsened conditions. Other comments include this outcome not being a necessity and it may be a waste of money which could be better spent elsewhere.



## Example comments

"Unfortunately, in the past Oxford roads and streets have been so badly built and designed that I don't think there's anything the local government can do to undo the damage already done."

"This is an old city - making it beautifully designed is not possible without the demolition of many historic listed buildings. Clean air is worth pursuing - but then why exclude electric vehicles?"

"I'd already be happy for streets and pavements to be cleaned more regularly; they don't need to be beautifully designed. Keep playgrounds in good order, our children deserve that. Channel funds into where the biggest effects are to be expected."

"Pedestrianised, tree lined streets will make the city more attractive to everyone."

"It is easy to quarrel about aesthetics, but the routine privilege afforded to private car owners is creating an eye sore on our streets, displaces opportunities for neighbours to get together and for local stores and cafes to offer outside seating. Safety of cyclists and pedestrians, clean air that does not jeopardise our health, and carbon neutrality are all more important than aesthetics, but reducing private car-owner privilege furthers all these aims, including better looking public spaces."

"Sounds lovely but there are bigger priorities. Like allowing people to go about their business so that already difficult lives for working families are not made even more complicated."

"Streets and public spaces should reflect the location and public needs. Some will be beautifully designed clean air spaces, but many, by virtue of the requirements of that space will not."

"Our spaces matter. How we live and interact with beauty matters. These outcomes are complex because they require people to change their behaviours, attitudes, values, and even beliefs. But I believe it's a worthy cause to aim and move towards. May where we live be beautiful, safe, accessible, and physically engaging."



## Outcome D - A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles

### Figure 6: (Q03d)

To what extent do you agree or disagree with the outcome: A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles (all responses: n=1994).

	No. responses	% responses
<b>NET: Agree</b>	945	47%
<b>NET: Disagree</b>	861	43%

### Feedback on the outcome (1536 responses)

Outcome D received the lowest level of agreement but still had slightly more respondents agreeing than disagreeing. Some respondents express support for the outcome and agree with wanting to reduce congestion. Others make suggestions of possible considerations to be made alongside this outcome, such as the cost of public transport and improving road infrastructures. With respondents very split on this outcome, several recurring comments were made about the expense of zero emission vehicles, concern for local businesses and perceived negative consequences of LTNs. Some respondents were concerned the outcome could create a class division. Respondents also agreed that the number of cars on the roads could be reduced, but it was suggested this should be done by improving public transport rather than through other means (i.e. traffic filters/ low traffic neighbourhoods).

- Want to reduce the number of cars on the road/reduce congestion
- Public transport needs to be cheaper/affordable/free
- Difficulty entering Oxford from rural areas (road closures, lacking public transport etc.)
- Road infrastructure needs improving (e.g., bus/cycle lanes, expanded roads etc.)
- Zero emission private vehicles are expensive/funding required
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Concerns for elderly/disabled/young children
- Zero emission/electric vehicles aren't eco-friendly
- Creating a class division between those who can afford electric vehicles and those who can't
- Private vehicles required for freedom/convenience of movement (e.g., further distances, not carrying large amounts onto buses etc.)
- Concerns for local businesses
- Do not think it will work/unrealistic



- Respondents should be able to move around freely

Whilst the overall percentage of those who agreed with the outcome was higher than those who disagreed, the proportion who agreed was the lowest out of all of the eight outcomes.

### Example comments

"I strongly oppose this, as it will mean the installation of traffic filters which will force residents to drive much further to get around Oxford and will cause additional pollution and congestion. The proposal to introduce a 100 day access permit for residents is not acceptable, not least because we would no doubt be expected to pay for these permits. This will also put excellent businesses, such as Crescent Road Garage in Temple Cowley, completely out of business (already crippled by the ghastly LTNS nearby)."

"Most people need to drive for work which they need to survive. If you block roads, they would need to drive longer routes which means more congestion."

"This is limiting freedom of movement for residents of Oxford; most people cannot afford electric vehicles. This would all be lovely in an ideal world but if you can't use a bike, the bus service is not regular or affordable and you have a busy life of caring, working and have health problems a car and access to Oxfordshire roads is essential."

"It sounds wonderful but not practical in theory. You are making residents drive miles out of their way just to get a short way. It would have been better in the LTNS to make the 'rat runs' one way to avoid everything going round the Plain. All this was dreamt up by people who don't actually live in the area, north Oxford and Wolvercote are not affected in any way. You are penalising people who live near the city but still need to have family visit etc?"

"A lot of people need to redefine their definition of an essential car journey... but it's clear that moving more people to active transport and buses will make journeys much easier for disabled car users for example. I've driven to work from Oxford to Wallingford for most of the 20+ years I've worked there but have recently returned to taking the bus. It's much less hassle than I expected, it's cheaper and more enjoyable. More people could make these changes, but we get stuck in our habits... Fewer cars on the road is beneficial in so many ways."

"I agree with the sentiment of reducing private vehicles, but zero emission vehicles are VERY expensive and so you are just basically enabling those who can afford them, whilst excluding those that can't. On a separate but related point - I DO think that delivery vehicles should all be zero emission - I think that AMAZON can afford it."

"Yes, there needs to be a decrease in vehicles, and public transport should be accessible to all and not a profit heavy scheme."



## Outcome E - Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources

### Figure 7: (Q03e)

To what extent do you agree or disagree with the outcome: Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources (all responses: n=1962).

	No. responses	% responses
NET: Agree	1140	58%
NET: Disagree	480	24%

### Feedback on the outcome (1337 responses)

This outcome received support and agreement that a carbon neutral city should be a priority. Respondents would like public transport to be improved in all areas such as affordability, range of transport, and being eco-friendly. Respondents were concerned about the effectiveness and expense of zero emission vehicles. There was also concern for the elderly, disabled people, or families with young children who were considered to be more dependent upon needing the use of a car. Further considerations included concern for local businesses, access for essential services/locations and the tourism in Oxford, which were also considered dependent upon use of a car. Respondents not in support think the outcome is unrealistic and isn't going to work:

- Cycling/pedestrian infrastructure needs improvement
- Improve general road infrastructure before implementing changes (e.g., wider, support EVs etc.)
- Improve range of public transport (e.g., trams, electric rail etc.)
- Need more information
- Public transport needs general improvement (affordable/cheaper/free/eco-friendly)
- Zero emission/electric vehicles aren't eco-friendly
- Zero emission private vehicles are expensive
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/tourism industry
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping, schools etc.)
- Do not think it will work/ unrealistic
- Disagree with restrictions on respondents/ will cause stress/problems for respondents
- This is unnecessary/ not a priority/ prefer focus to be elsewhere



## Example comments

"Carbon Neutral is great but not at the expense of working-class individuals and the most vulnerable who need access to their cars."

"A carbon neutral city is admirable goal. But Oxford must achieve this through gradual developments over time that do not exclude or make daily life intolerably laborious for its residents. This is a city in which people live and work in diverse ways; it is also an expensive city, to which people have to commute because they will never be able to afford to live close by. Key workers (teachers, nurses, administrative staff, shop employees) may not have the privilege of living on a bus nor the budget to buy an EV. Please consider these constituents before imposing exclusionary regulations in the name of environmental sustainability: for the 'environment' also includes the very people who travel into a city to make it function on a daily basis."

"I want to move to carbon neutral but want to see positive measures to encourage."

"Carbon neutrality is very important to me, but I am aware that there could be compromises to be made."

"It depends on what is meant by 'carbon neutral transport.' If transport is truly carbon neutral, there should be no place for electric cars. The carbon footprint of electric cars is slightly worse than that of conventional cars when the full production and use cycle is taken into account. The most important part of creating a carbon neutral city is re-designing the way cities are built and how they function. Currently Oxford's record on city planning leaves a lot to be desired. The city is encouraging more and more sprawl, and so are all of the smaller towns in Oxfordshire and adjacent counties. I will believe that government is serious about the environment when it puts an end to the ongoing mindless expansion of suburbs that cannot be served by any mode of transportation other than private automobiles."

"Again zero emission vehicles are only achievable if they are of a cost that is affordable to every household and doesn't put further impact on the cost of households who are already struggling with the cost of living."

"This can easily be achieved by encouraging more EV through accessible charging."

"I agree with this, but a ban on electric vehicles from travelling across the city makes a mockery of claims the bus gates are about climate change or action on carbon."



## Outcome F - A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods where everything people need for their daily lives can be found within a 20-minute walk

**Figure 8: (Q03f)**

To what extent do you agree or disagree with the outcome: A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods where everything people need for their daily lives can be found within a 20-minute walk (all responses: n=1978).

	No. responses	% responses
<b>NET: Agree</b>	1038	52%
<b>NET: Disagree</b>	709	36%

### Feedback on the outcome (1489 responses)

Positive responses to outcome F include agreeing with the need for better cycling and pedestrian routes, as well as public transport to be improved. Access to reach all parts of the city, including rural areas, was suggested necessary for the outcome to be a success. Those respondents hesitant about this outcome expressed concerns about needing cars for food shopping, access for business, essential travel access, and access for elderly/disabled people. Respondents were unsure whether the city could accommodate such a change and were concerned about certain areas being excluded. Respondents opposed to the outcome suggested it isn't necessary, and 20 minutes is still too far away to have to walk, therefore it may not have a positive impact. Some respondents were concerned that the council isn't listening to people's needs, and outcomes such as this will cause more problems for people and their families:

- Cycling/pedestrian infrastructure needs improvement
- Need more parking
- Public transport needs improving in rural areas
- Travel to other parts of the city will still be necessary/preferably/wanted
- Concerns for elderly/disabled/young children/those with illnesses
- Concerns for local businesses/rural areas
- Concerns over lack of access to essential locations (e.g., hospital, work, food shopping, schools etc.) and to SPECIFIC essential location (e.g., specific school for child, halal food vendors etc.)
- Cycling/walking isn't an option for everyone/ not everybody can walk/ride for 20 minutes
- Not enough space to build/provide enough amenities for 20-minute walks
- 20 minutes is too long/far away
- Do not think it will work/ unrealistic
- Will split up the city (negative)/segregation
- Would have to rearrange life to accommodate this structure (find a new job/school etc.)





## Example comments

"For the young and fit this is desirable. I have spent the last 20 years caring for elderly people who can't walk for even 20 minutes let alone stand waiting at a bus stop. Cars and taxis have been the only way to keep them active, stimulated and still able to walk at all. And pushing the superstores inside the ring road doesn't seem likely so it will still be waiting for a bus, paying a lot for a taxi or going by car with some extremely patient relative with time to sit in slow moving traffic on the ring road, for those thousands of elderly folk who share our city."

"I disagree with this goal not because it is undesirable but because it is totally infeasible. I live in Kennington. The village has some amenities, but I frequently need to travel to Oxford, which is more than a 20-minute walk."

"A good idea but this should be a prerequisite to any traffic measures that impact people's ability to travel around rather than a bland aspiration with no specific actions. At present the vast majority of residents in Oxfordshire and in particular Oxford will not be covered by this aspiration. If the council really see this as a target rather than a vague aspiration it should make this the priority and abandon all other proposals until this is completely fulfilled."

"The connections between towns and villages need improving so I am all for this - will also mean local businesses see more customers."

"Oxford needs a huge investment in new local facilities to make this an option. This is not part of the proposal. The proposals severely hinder the elderly who need to travel by car but are not registered disabled - bus stops are not within meters of everyone's doors. I do not feel safe as a woman at night travelling alone. I do not see the buses as a safe option as I still need to walk along dark streets alone to my house. I do not see the Marston Ferry Road as a safe route at night for a woman along to walk or cycle along. People with young children or who are disabled struggle with buses, buses will take ONE person in that category. When I had a baby with a pram I was often turned away as there was 'not room'. When buses only run every half an hour on the routes, disabled and carers for young babies are impacted by not being able to use a car."

"Great to have more services. But I don't work within 20-minute walk and want to be able to choose to drive to work. Again, this totalitarian approach is not winning hearts and minds."

"I think it is very important to make sure to keep grocery shops etc in the local area so we do not end up like in the US where you need to have a car to get to the supermarket (because it is out of town and there are no buses)."

"Active travel should be prioritised for care-related and local journeys to key services. Investments in safe, quality active travel infrastructure are needed to enable safe local journeys to key services by walking or cycling. Physical infrastructure investments should be accompanied with investments in education, outreach and peer support schemes to promote cycling among underrepresented groups. Whilst the concept of a 20-minute city is attractive, it is important not to prioritise speed and efficiency over access and inclusion for marginalised groups."



## Outcome G - Improved safety realised through a Vision Zero approach to transport safety across the area

### Figure 9: (Q03g)

To what extent do you agree or disagree with the outcome: Improved safety realised through a Vision Zero approach to transport safety across the area (all responses: n=1941).

	No. responses	% responses
<b>NET: Agree</b>	1051	54%
<b>NET: Disagree</b>	405	21%

### Feedback on the outcome (1333 responses)

This outcome received a lot of positive thoughts for the future and suggestions; respondents agreed to a reduction of cars on the road and improving the access for cyclists and pedestrians. Respondents preferred road safety to be a priority and agreed this should be implemented. This outcome saw fewer concerns, with most questioning how it will affect local businesses, cost implications, and how safety will actually be impacted. Respondents also questioned whether the outcome would work, and expressed concern about restrictions put on residents:

- Cars need to be separated from pedestrians/cyclists
- Cycling/pedestrian/road infrastructure needs improvement
- Road safety needs improving (e.g., speed checks/limits/fines/reduced cars etc.)
- This is not a priority/ prefer focus to be elsewhere (pollution etc.)
- Accidents aren't always preventable
- Concerns for local businesses
- Concerns over costs
- Larger vehicles are a higher risk than private ones
- Need more information/ unsure what "Vision Zero" means
- Disagree with restrictions on residents/ will cause stress/problems for residents
- Does not think it will work/ unrealistic
- Negative opinion of LTNS



## Example comments

"Visions zero should have been in place decades ago. Too many cyclists and pedestrians have died from idiot drivers not paying attention in their ton+ boxes. We need save cycling and walking infrastructure- fully segregated from cars, and still prioritising quick routes that don't involve inclines like bridges or underpasses. Roads for cars should be made into tunnels to save both noise pollution and prioritise active travel."

"Most cycling accidents seem to be caused by lorries. Can we work towards limiting larger HGVs in the city centre."

"This is why we need a city wide 20 mph speed limits, and a 30mph limit on the A40 Eastern Bypass and the A4142."

"Improved safety for vulnerable users is essential. In addition, it is essential to address the fear that many people have of walking or cycling in a poorly designed and congested space. Choosing to walk or cycle must not be something that causes anxiety."

"Vision Zero needs to be tackled in more than one way. This has to be a multi aspect approach. Why we let a set of road users on the roads with absolutely no training and no requirement for any road sign, road marking or positioning knowledge at all is a complete mystery. All cyclists should have to pass a test before being allowed on any road in Oxford. Observance of the rules of the roads needs to be enforced for all (cycle wardens?) Increase the number of 20mph roads. More segregated cycle lanes. Less complicated cycle lanes, ones that actually flow safely. Work to remove potholes from cycle lanes. Requirement for high visibility jackets etc. to be worn by all cyclists. Lights, obviously, essential. I am a pedestrian 90% of my time. The biggest risk to my safety is cyclists racing along the pavement and electric scooters."

"Safety is always the most important thing. However, I do not know what is zero vision is, other than Nonsense dreamt up by consultants being paid to come up with this stuff. Why does it need a 'capitalised slogan' why don't you just explain what you mean. IN REAL WORDS. Whole idea that we are stupid enough to not understand what's happening and need the visualisation in terms of slogans is ridiculous."



## Outcome H - An inclusive transport network that improves accessibility for all of our residents

### Figure 10: (Q03h)

To what extent do you agree or disagree with the outcome: An inclusive transport network that improves accessibility for all of our residents (all responses: n=1967).

	No. responses	% responses
<b>NET: Agree</b>	1524	77%
<b>NET: Disagree</b>	261	13%

### Feedback on the outcome (1386 responses)

Outcome H received the most positive feedback out of all outcomes. Over three-quarters (77%) of respondents agreed with the outcome, and this was backed up by the responses received. Encouragement for the proposal included agreement that public transport should be improved in all areas, improved safety for cycling and pedestrians, and reducing car use. Concerns are similar to those expressed for previous outcomes, with the main areas being concern for elderly/disabled access, concern for local business and the local economy, and the lack of access to essential locations or rural areas. Although the outcome received mainly positive feedback, there were opposing points to the proposal such as lack of confidence that the outcome will work, a strong opposition to restrictions being put on residents or concern for any future problems it may cause, and a fear that residents were not being listened to:

- Cycling/pedestrian/road infrastructure needs improvement
- Encourage cycling/walking/public transport
- Hope for "inclusive" to mean private vehicles (rather than only cycling/walking/public transport)
- Need more parking
- Public transport needs improving: better accessibility/cover more areas/cover rural areas/affordable/cheaper/free/more frequent/reliable
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/ tourism industry
- Concerns over costs
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Disagree with restrictions on residents/will cause stress/problems for residents
- Do not think it will work/unrealistic
- Don't believe consultation will have any impact on the outcome/listen to the voters
- Will create class division/scheme favours the rich over the poor



## Example comments

"Inclusive should mean all forms of transport, not everyone can cycle, walk or carry bags full of shopping on a bus, measures should be inclusive of all forms of transport, not exclusively for cycles as Oxford seems to be to the detriment of those who have to use a vehicle for work purposes."

"All our residents needs to include those in wider Oxfordshire such that they can easily access Oxford by bus a train. Changes over the past few years have made public transport options from my direction of travel worse (and consequently less appealing). Direct trains from South Oxfordshire need re-instating (or at least the council pushing for this). Also to make it inclusive for everyone the cost needs looking at and ideally reducing for both bus and train options for travel within Oxfordshire."

"Yes, make sure all residences have some permits to access our city when the public transport system is not working. What about urgent access to the JR Hospital when ambulance wait times can be hours and we have been advised to make our own way to A&E. Last December I had to wait 1 hour in freezing temperatures for a bus, that is not the service I expect and is no substitute for private transport."

"Fully agree but it's important to distinguish between providing a shared baseline of accessibility and catering to all consumer preferences. The historic dominance of cars and roads in transport and urban planning means we are already starting from an unequal baseline which prevents children from safely accessing the public realm, and forces everyone who can afford a car to buy a car. Removing some of the rights that car users have enjoyed over the streets is likely to feel like an injustice, but it is necessary to bring about a more equal baseline accessibility for all."

"You're only going to achieve this with new infrastructure - build proper cycle paths, tram ways etc all off road - you are simply not going to do anything other than meddle and cause inconvenience, delay and economic damage by wasting money reallocating existing road space."

"So buses will stop at people's houses all along the street and not just at designated stops? No? Just as I thought. So not really accessible for all. The disabled and elderly and parents with 5 kids ... really going to have accessible transport? Or the person wanting to take their 3 big Labradors? They going to be allowed on services? You telling me if a bus has two wheelchair users on they won't tell the third they have to catch the next bus? There is a reason people have cars and not just to drive around leisurely."

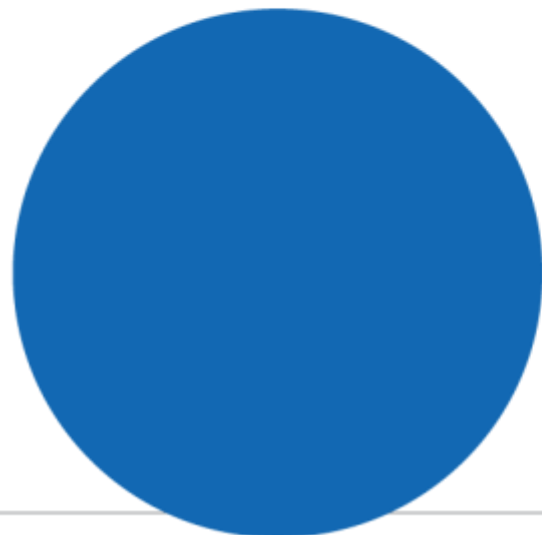
"It is really essential that changes introduced to traffic management within the city are implemented in a way that is equitable and does not disenfranchise any particular group."

"Really important. Also, to recognise that not all disabilities that affect use of transport are physical disabilities. I'm disabled but am physically fit. My disability affects my ability to understand timetables and to work out routes where I'd have to connect from one bus to another, for example. Planning a trip by public transport often causes me great anxiety when I can't easily find timetable information and route maps etc online beforehand."



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# Avoid/Shift/Improve approach





To deliver the above outcomes, transport needs to be more efficient and working towards a net-zero network. Question 4 aimed to understand residents' views of the Avoid/Shift/Improve approach as outlined by the draft Central Oxfordshire Travel Plan.

The travel plan requires Oxfordshire County Council to:

- Look at ways to avoid unnecessary travel. For example, through supporting working at home using the internet and other technology or shorter trips.
- Shift travel use towards sustainable travel options (for example walking and cycling and using public transport) and support freight consolidation.
- Improve our travel network. For example, providing infrastructure to support a switch to electric technology.

### Headline findings

The avoid/shift/improve approach received a good balance of positive comments and constructive feedback. Overall, people are more likely to agree with the approach which was reflected in the comments. However, similar to feedback on the outcomes, some residents voiced concerns.

Support for the proposal included residents wanting;

- cycling infrastructure to be improved
- electric vehicles being encouraged (with the support from the council)
- agreement that the number of private vehicles should be reduced

Concerns related mainly to the expense of electric vehicles and how they may not always be the most appropriate solution. Some respondents were concerned that electric vehicles were being used as a blanket solution and proper research has not been conducted in finding the best economically and environmentally friendly approach.

Some respondents discuss throughout the survey that electric vehicles may not be the most effective means for ensuring a carbon neutral future as throughout the lifespan of an electric vehicle, they may cause just as much pollution as a regular car. Opposition to the proposal reflects respondents' disagreeing with the approach as they do not think it can be easily accommodated, nor will it have a positive impact.



### Figure 11: (Q04a)

To what extent do you agree or disagree with the Avoid/Shift/Improve approach as outlined in the draft Central Oxfordshire Travel plan (all responses: n=1993).

	No. responses	% responses
<b>NET: Agree</b>	1197	60%
<b>NET: Disagree</b>	635	32%

(1478 responses)

### Support for the proposal

- Agree with reducing car usage
- Cycling/pedestrian/public transport infrastructure needs improvement (e.g., more routes, safer etc.)
- Electric vehicle infrastructure needs improving (e.g., more charging points)
- Encourage cycling/walking/electric vehicle usage/public transport usage
- Improve Park & Ride (P&R) (e.g., cheaper/free, more of them, longer hours etc.)
- Need more local businesses (shops, banks etc.)

### Concerns:

- Car/travel is necessary for work
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/the economy
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Cycling/walking isn't for everyone
- Electric vehicles are expensive and are not environmentally friendly
- Leisure/personal time has not been considered
- Not everyone can work from home/not all employers allow WFH
- Public transport isn't for everyone
- Will require a culture change to implement/education
- Disagree with restrictions on residents/will cause stress/problems for residents
- Do not think it will work/unrealistic
- Doesn't accommodate a busy lifestyle
- Don't believe consultation will have any impact on the outcome/listen to the voters





## Example comments

"These changes are only possible for people who actually live in Oxford. Not for people who live outside Oxford in the villages, who will feel the impact of pushing all traffic to the ring roads the most. Most of us have to travel to work in Oxford and can't work from home. We have poor bus services that don't run late and are expensive."

"Most people cannot work from home you have taken pretty much all car access already with ltn and bigger cycle lanes what about the people that need to use their cars. They pay for their cars they pay for road tax but are unable to use them but bus fare train fare is higher business are losing out and shutting down as people cannot get there and no passing trade and now people cannot park outside their houses."

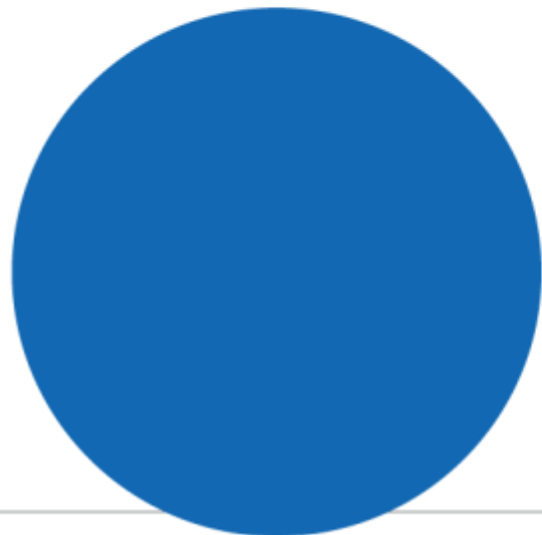
"If you want businesses in Oxford to survive, it is vital for customers and staff to be able to easily get into Oxford. To reduce cars in oxford you NEED to make the public transport cheaper and more accessible - as it is the prices are going up and the services are going down, and that is unacceptable."

"It is not the council's role to promote working from home. That is the responsibility of the employer. Any shift in travel should come in the form of grants to buy electric cars."



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# Feedback on actions





## Feedback on actions

This was a section of open-ended question where respondents could provide their opinions and viewpoints on the 22 actions proposed by the COTP.

The 22 actions have been split as follows:

- Congestion and air quality (Actions 1-2)
- Parking (Actions 3-7)
- Cycle and walking improvements (Actions 8-11)
- Bus and rail improvements (Actions 12-14)
- Transport connectivity (15-20)
- Innovation (Actions 21-22)

### Congestion and air quality

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for managing travel demand. These proposals include actions to improve the accessibility and convenience of sustainable travel modes over private vehicle use. This approach recognises that for some, alternatives to driving may be unrealistic for some journeys.

#### **Action 1: A Zero Emission Zone for Oxford city centre (expanding upon the pilot scheme)**

**An area where all vehicles except those with zero tailpipe emissions are restricted from entering or are charged to enter. Through a charging-based system, the zone will incentivise the use of low emission vehicles over higher polluting vehicle types. Implementation of an expanded ZEZ will build on the findings and learnings of a pilot ZEZ, which was implemented on a select number of city centre streets in February 2022.**

(1250 responses)

#### **Supporting comments / thoughts for the future**

- Electric vehicle infrastructure needs improving (e.g., more charging points)
- Improve P&R (e.g., cheaper/free)
- Road infrastructure needs improving (e.g., bus/cycle lanes, expanded roads etc.)
- Support reduction in cars/zero car zones
- ZEZ area should be expanded/larger

#### **Concerns**

- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/economy
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Concerns this will attract too many tourists
- Restrictions on residents/will cause stress/problems for residents



- Do not think it will work/unrealistic
- Electric vehicles are expensive and aren't environmentally friendly
- This is poorly timed with the recession/cost of living going up
- Will create class division/scheme favours the rich over the poor
- ZEZ area shouldn't be expanded/should be shrunk

"Totally disagree with this, zero tailpipe emissions in town does little to achieve net zero, it only serves to make Oxford City Centre look like a trailblazer. Once the national infrastructure is capable of supporting this then this should be implemented, yes, we are nowhere near that."

"Complete nightmare for disabled people to get across town if they can't afford an electric vehicle."

"This is an excellent idea, the ZEZ should be extended as far as is reasonably possible. Ultimately, if we want to radically reduce carbon emissions and improve quality of life, it needs to be extended to the ring road."



## Action 2: A set of strategic traffic filters for locations across Oxford

Points on roads through which only certain vehicles (e.g., buses, taxis, and cycles) may pass. Traffic filters would in principle operate similar to the existing bus gate on Oxford High Street.

(1323 responses)

### Supporting comments / thoughts for the future

- Cars should be reduced/banned
- Cycling/walking infrastructure needs improvement (e.g., more routes, safety etc.)
- Electric vehicles should be exempt
- Public transport needs general improvement: more frequent/reliable/cover more routes

### Concerns

- Cars are sometimes necessary (e.g., food shops, moving large items etc.)
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Restrictions on residents/will cause stress/problems for residents
- Do not think it will work/ unrealistic/ not properly thought out
- Don't believe consultation will have any impact on the outcome/ listen to the voters
- Journeys will cost more, and journey times will be increased
- Negative opinions of LTNs
- No to traffic filters in specific locations
- Public transport isn't for everyone
- Residents don't want this/ there is/will be opposition
- The traffic/pollution will move to other areas of the city/ will increase congestion/pollution
- Will split up the city (negative)/segregation

"This would be an awful idea, forcing traffic onto an already overstretched ring road. To be clear, this would not deter people from using their cars, and would simply make life more miserable for those who have to use the ring road to access other parts of the city."

"Fully support, the traffic filters are the best way to put locals off making very short, repeated journeys during the day."

"Again, this strategy seeks to basically prevent people from driving around Oxford. Some people NEED to use cars - disabled/families/people transporting goods/pregnant women. They are an essential part of modern life!"



## Parking

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for parking.

### **Action 3: A Workplace Parking Levy to cover businesses with 11 or more staff parking spaces in Oxford City Council’s administrative area, within the Oxford ring road.**

**A Workplace Parking Levy (WPL) would be an annual charge to businesses with 11 or more staff parking spaces at their premises, with funds raised used to improve transport in and around the Central Oxfordshire area.**

(1218 responses)

#### **Supporting comments / thoughts for the future**

- Encourage businesses to accommodate this lifestyle change for their employees
- Improve P&R for employees instead
- Need more information
- Public transport needs general improvement: affordable/cheaper/free/frequent/reliable

#### **Concerns**

- Believe it is just a reason to make extra money/increase taxes
- Concerns for elderly/(hidden)disabled/young children/those with illnesses
- Concerns for local businesses/the economy/ Will encourage jobs/business to relocate to outside the city
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Do not think it will work/ unrealistic
- Fears employers will pass the cost on to their employees/ will result in increased taxes
- Living/commuting in Oxford is already expensive/ many cannot afford this
- Parking is necessary for some businesses (e.g., limited public transport to location)
- Public sector should be exempt from WPL (e.g., schools, hospitals etc.)
- Punishes/penalises commuters/workers
- Will create class division/scheme favours the rich over the poor

“This will only be passed on to employees, meaning those that can't afford to live in Oxford are further punished and charged for the 'privilege' of showing up to work each day. Encourage (or even force) carpooling as a means to reduce car usage from outside the city, don't punish those that have no other choice.”

“I agree that businesses should be discouraged from people travelling by private car. Parking levies need to be explained properly to stop those against them from claiming they are revenue generators rather than incentives to have a better sustainable traffic plan.”



## Action 4: Further Controlled Parking Zones (CPZ) across the city and a review of eligibility and quantity of permits in existing CPZ areas.

To ensure that commuter parking is not displaced locally, further Controlled Parking Zones (CPZ) across the area are proposed. This includes a review of eligibility and quantity of permits issued per property to ensure parking pressure is effectively managed.

(1194 responses)

### Supporting comments / thoughts for the future

- Ban pavement parking/parking should be strict/clearly marked out
- Improve P&R instead (e.g., cheaper/free, more of them etc.)
- Need to be enforced/fund traffic wardens
- Resident parking needs improving; cheaper/free/increase amount of parking spaces
- Should issue more/unlimited permits for residents
- Should charge more for permits
- Believes parking should be reduced but not removed
- Disabled/elderly parking should still be allowed
- Students should not be allocated permits

### Concerns

- Believe it is just a reason to make extra money/increase taxes
- Concerns for local businesses/the economy
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Creates issues for healthcare visitors (e.g., carers, doctors etc.)
- Restrictions on residents/will cause stress/problems for residents
- Doesn't believe consultation will have any impact on the outcome/listen to the voters
- No further CPZs
- Oxford parking is already heavily controlled
- Shouldn't be charging so late/only during daylight hours
- Will turn residents and visitors away from the city centre/ Penalises residents/visitors

"There is insufficient parking as it stands - more CPZ will just make the situation worse. More public car parks at key destinations would be a better objective."

"Bring in more. Make them more expensive. Really expensive. Make owning a car in oxford totally unaffordable. Except for disabled people. Offer them as much support as possible."

"Residents with parking permits can park on the street - but if I visit a resident, I can't legally park outside their property."

"Will add to household costs for minimal benefit as it doesn't guarantee a space. Will also push commuter parking out to areas like Botley that don't have CPZ where we already have issues with commuters parking to avoid P&R Fees."



## Action 5: Public Parking Review

A case-by-case review of public parking provision across the area and a consolidation and/ or a reduction in public parking provision where appropriate.

(1200 responses)

### Supporting comments / thoughts for the future

- Support for removing on-street parking
- Make roads safer for cycle lanes by removing parked cars
- Need to improve public transport for this to work
- Need short wait parking and disabled parking spaces
- Reduce traffic
- Improve P&R (e.g., more of them/cheaper/free)
- Public transport needs generally improving; affordable/cheaper/free
- Road infrastructure needs improving
- Needs more information

### Concerns

- Half want more parking not less
- Concerns about how this will affect local businesses/economy/tourism
- Car travel is needed for disabled people/elderly/small children
- Needs more affordable parking
- Do not think it will work/unrealistic/impractical/will cause more issues
- Penalises motorists
- Waste of money, time and resources

"I suspect the imposition of the proposed ZEZ will see a marked reduction in the demand for parking spaces within central Oxford. This is not necessarily a good thing for business because a proportion of those affected will avoid Oxford rather than using public transport."

"I do not support a reduction in public parking provision. I would in fact support an increase."

"Definitely this. Particularly around large warehouse style shopping areas such as Cowley Centre, John Allen Centre, Horspath driftway, Botley Road retail area etc. All these areas should have car spaces handed over too much more cycle parking especially for cargo bikes."

"Please PROPERLY consider the private vehicle needs of blue badge holders and mobility impaired elderly. Also please consider the local business who will be heavily impacted and might fail as a result of these measures."

Fully agree. Parking (especially free parking) normalises driving as the natural first option and induces short car journeys, even in areas where there are other more sustainable alternatives."





## Action 6: Removal of On-Street Parking

Removal of on-street public parking where necessary on corridors identified in the strategy as being active travel Primary routes (Quickways) and/or core bus routes.

(1225 responses)

### Supporting comments / thoughts for the future

- Ban/reduce pavement parking
- Cycling/walking infrastructure needs improving (e.g., segregated lanes)
- Dangerous speeding has increased
- Disabled/elderly parking should still be allowed
- Needs to be enforced/ fund traffic wardens
- Removing parked cars will improve congestion/ safety
- Resident parking needs improving

### Concerns

- Cars are sometimes necessary
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Disagree with restrictions on residents/ will cause stress/problems for residents
- Don't believe consultation will have any impact on the outcome/ listen to the voters
- Parking should not be removed
- Punishes/penalises commuters/workers
- Should increase amount of parking spaces
- Will drive residents and visitors away from the city centre/ concerns for local businesses
- Will make roads more dangerous (e.g., increased traffic speeds)

"Those who have larger families because we cannot move out or don't have a driveway are getting their accessibility ripped away. Carers who need to park to look after elderly/disabled where are they supposed to park?"

"Agreed- all should be done to make sustainable and public transport more efficient and convenient, and to make cycling safer. Provision of on street parking should not be considered a right."

"Fully agree. This has already improved the experience for cyclists on roads where Quickways have been implemented, such as Iffley Road. However, in some cases (such as Morrell Avenue) this has led to increased speeding, so needs to be coupled with better enforcement of speed limits."



## Action 7: Parking Pricing

Regularly review parking pricing to favour sustainable travel.

(1200 responses)

### Supporting comments / thoughts for the future

- Improve P&R (e.g., more of them/cheaper/free)
- Parking should be cheaper/affordable/free
- Public transport needs generally improving; routes/times/affordable/cheaper/environmentally friendly
- Ensure that this is effectively policed/enforced
- Incentives needed

### Concerns

- Concerns for local businesses/it will stop people wanting to visit Oxford – it's cheaper to drive to Bicester, etc./people already avoid coming into Oxford due to high prices/
- Cost of living is already an issue/stop increasing the price of everything/parking is already expensive
- This penalises motorists
- Parking should be more expensive/kept as high as possible
- Some people have no choice but to drive
- This is in favour of the wealthy/this is unfair/penalises those on lower incomes/will negatively affect residents/make them move away
- Concerns for elderly/disabled/young children/those with illnesses

"Please ensure the sustainable travel options are available before you hike parking prices so that this is a fair decision."

"Only good if done alongside reductions in prices for sustainable travel. For example, car sharing, and parking is loads cheaper than individually getting the bus."

"Fully agree. Parking allocation should be reduced over time, with new housing/tenancies not automatically coming with parking entitlement without very good reason. It's harder to remove parking from people who are already car-dependent, but the status quo of automatic parking entitlement shouldn't be perpetuated for new housing/tenancies."

"Yes - as long as the money goes to making public transport more affordable. I like getting the bus into town with my family, but it costs us a lot more than parking, even in the Westgate, and the buses can be unreliable."



## Cycle and walking improvements

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for making space for and improving the priority and safety of sustainable modes.

### Action 8: Cycle Network

**Deliver a central Oxfordshire cycle network, consistent with the Oxfordshire Strategic Active Travel Network and the latest Local Cycling and Walking Infrastructure Plans.**

(1281 responses)

#### Supporting comments / thoughts for the future

- Cycle paths needs to cover more and direct routes
- Cycling shouldn't be allowed on pavements
- Cycling/walking infrastructure needs to be safer (e.g., no car parking on pavements, segregated from cars, avoid bridges/underpasses etc.)
- More priority should be given to pedestrians (e.g., walking networks, safety etc.)
- Need more information/detail
- Reduction in cars/traffic will make cycling safer
- Routes do/will require maintenance (e.g., pavements/roads, litter, general condition etc.)

#### Concerns

- Concerns for elderly/disabled/young children/those with illnesses
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping etc.)
- Cycling/walking isn't for everyone
- Painted roads are not enough
- Terrain is a problem for cycling (e.g., hills)
- Prefer budget to be spent elsewhere

“Strongly support. It's essential that this network be fully joined up—no scary stretches where cyclists have to merge with motor traffic, especially in the routes reaching out to the towns surrounding Oxford, and no stretches where cyclists have to get off and walk across a succession of junctions with unhelpfully timed signals—and adequately segregated, and that it doesn't take cyclists on ridiculously circuitous and hard-to-find routes, as at present across Oxford city centre.”

“One of the discouraging aspects of walking in Oxford is the number of roads where parking on the pavement has been normalised and apparently agreed by the council. I've met wheelchair users having to go into the road due to pavements excessively narrowed by parked cars.”

“Great. Quickways don't work inside the ring road, and cycling inside the ring road was easy anyway, but I love the idea of a cycle route on the A4074. Can't wait!”



## Action 9: Wayfinding Scheme

Deliver a wayfinding (directional signage) scheme across central Oxfordshire's active travel network.

(1128 responses)

### Supporting comments / thoughts for the future

- Improve cycling/pedestrian infrastructure (e.g., routes, make safer etc.)
- Road infrastructure needs improving e.g., routes, safety
- Signs need to be easy to see (big enough, more frequent, easy to read colours etc.)
- This will be beneficial to cyclists e.g., safety
- This would be helpful for visitors/tourists
- Agree as long as there aren't too many, obstruct pavements etc.
- Incorporate technology in the signs e.g., QR codes, apps

### Concerns

- Concerns over costs
- This will be pointless/useless/ waste of money/ we don't need any more signage - we already have enough/too many

"Useful, but please focus on the infrastructure before the signage. Bike computers and phones with navigation are ubiquitous now, and local residents know their way around. The key is to make active transport safer and more appealing to potential users."

"This is not as important as making safe, wide pavements for pedestrians. The current pavements are not wide enough for increased usage."

"Yes, I think this would be very helpful, especially if this is a network of well-designed physical signs, rather than being purely online."

"Yes please. It is a pain to use your phone and will encourage people to envisage cycling across a space. It also mimics car signs which people take for granted and feel is the 'default' way to move around and so may make a shift towards cycling being more acceptable and default."



## Action 10: Vision Zero Policy

Deliver junction improvements, as part of our Vision Zero\* policy, to support active travel users where there:

- A. Is insufficient dedicated infrastructure for those walking or cycling
- B. Is a poor safety record for those who are walking or cycling
- C. Is significant severance for those walking and cycling

\*Vision Zero seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets.

(1246 responses)

### Supporting comments / thoughts for the future

- Cycling/walking infrastructure needs to be safer (e.g., segregate from cars/pedestrians, more crossings etc.)
- Cyclists should be prioritised on the roads
- Junctions need fixing/improving
- Make it easier for pedestrians to cross the roads (e.g., faster traffic lights, more crossings etc.)
- Needs to be enforced/policed/need more speed cameras
- Reduction in cars/traffic will make cycling safer

### Concerns

- Does not think it will work/unrealistic
- Previous decisions haven't worked
- Waste of money/prefer budget to be spent elsewhere
- Will require a culture change to implement/education

"Great in principle but what has been done e.g. at the St. Clement's roundabout does not inspire confidence in the competence of road planners."

"The changes that have been made in Botley are good but not enough was done to get people to understand the change in priorities (Cyclist have priority)."

"REALLY IMPORTANT. So many junctions have been designed just for cars with bikes an afterthought. For example, the Cowley Road - Eastern Bypass roundabout. If continuing out of Oxford along Cowley Road, if you follow the cycle paths (which are stupidly shared with pedestrians) you end up on the wrong side of the road when the cycle path ends!"

"Junction improvements are absolutely required to support active travel users, including traffic lights that turn green for cyclists before other vehicles. A key priority in Summertown is the junction of Marston Ferry Road and the Banbury Road, where there is no pedestrian controlled crossing across the Marston Ferry Road, at a key route for many residents as they walk to the shops in Summertown. This junction is also unsafe for cyclists, many of whom use this route to cycle to and from school to connect to the segregated cycle lane on Marston Ferry Road.."



## Action 11: Public Hire Scheme

Deliver increased cycle parking at key destinations and a public hire cycle scheme including e-bikes, and which could also include e-scooter provision.

(1246 responses)

### Supporting comments / thoughts for the future

- Ensure abandoned bikes get removed
- Have more/correct provisions for cargo bikes
- Improve cycling infrastructure (e.g., routes, make safer etc.)
- Improve the security of bike parking e.g., locks, CCTV, sheltered, police need to do more
- In support of e-scooters and e-bikes/have the correct provisions for them
- Parking infrastructure needs improving (bigger and more places to park)
- Support as long as it stays affordable/ don't charge for parking/storage
- The city centre needs better options/information for bike hiring

### Concerns

- Concerns for elderly/disabled/young children/those with illnesses
- Concerns over costs
- E-bikes and e-scooters to be excluded from this and any future plans
- Issues with cyclists and e-bikes (they are dangerous, get dumped, too fast, don't follow road laws etc.)
- Similar past schemes have failed
- Cycling isn't a possibility/want for everyone

"Bicycle racks on pavements are an eyesore and an issue with the visually disabled. 'Central' car parks are provided for car drivers therefore 'central' bike parks should be provided for cyclists and they walk to shops in the same manner-scooters are frequently double mounted and ridden on the pavements. The signs they used are too small and people cannot readily photograph or take the numbers.

"I strongly support provision of more cycle parking in most places. At the very least, every place currently permitted for e-scooter parking should have an equal area adjacent designated to cycle parking. I don't believe there is need for a public hire cycle scheme, visitors can rent these from bicycle shops around town who take care of maintenance etc."



## Bus and rail improvements

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for making space for, and improving priority and safety of, sustainable modes, including bus and rail.

**Bus improvements:** We’re proposing within central Oxfordshire to invest in bus priority measures including traffic filters, priority at signals and bus lanes and to invest in environmentally friendly buses. This is aimed at helping restore and increase bus frequencies on existing routes as well as restore and create new direct bus routes across central Oxfordshire for example, between the county towns and Oxford’s eastern arc area. Over time, investment in newer bus fleets and improved user experience are also likely.

**Rail improvements:** Developing the local rail network across the central Oxfordshire area requires delivery on a number of key interventions, most notably Oxford Station enhancements and Cowley branch line. Other rail investment priorities for the central Oxfordshire area include:

- Didcot-Oxford capacity enhancements – requirement for additional track capacity to accommodate demand, enable new/extended services and fully realise rail potential as an alternative to the A34 corridor
- Increased connectivity and frequency of services between:
  - Bicester and Didcot
  - Oxford and Hanborough
  - Oxford and Culham

### Action 12: Bus Priority Measures

**Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford Area**

(1224 responses)

#### Supporting comments / thoughts for the future

- Cycling/walking infrastructure needs improvement (e.g., made safer, segregated lanes etc.) / encourage public transport usage
- Improve public transport on evenings and weekends
- Improve/encourage P&R
- Public transport infrastructure needs improving (e.g., segregated lanes, accommodate more modes of transport etc.)
- Public transport needs improvement; improving in rural areas/needs investment/needs priority on the roads (over cyclists/pedestrians etc.)/affordable/cheaper/free/more frequent/reliable/ be more varied (e.g., trams, trains etc.)/cover more routes/joined up routes/travel times need to be shorter/more direct travel
- There will need to be collaboration between bus companies
- This is essential/a priority

#### Concerns

- Concerns over costs
- Negative opinions of bus gates/traffic filters



"Bus travel has entirely failed, simply subsidising it more does not work as it must share infrastructure with all other modes of transport, all of which are important and needed. Instead, create off road cycle paths and tram/light rail routes. I completely oppose the bus gates proposals."

"The bus network needs more cross-city connectivity. As it is all traffic is routed into city centre. So to get from east Oxford to Headington on has to go to city centre and board a second bus. Same if one wants to go to north Oxford; same to go to west Oxford. One of the most frequent complaints by drivers looking for reasons to not get out of their cars is that the buses don't go where they need to go. Having to switch onto a second bus for many journeys is a major flaw in the network."

"Strongly support. There needs to be better connectivity for all routes with stations, so that users don't need to change buses or walk far to get to the station via a bus."

"I think the development of frequent orbital routes is very important. Most of the current bus routes are in/out of the city centre meaning that that any travel across the city involves changing buses so extra time and cost. Many of the key destinations are no longer in the city centre but instead on the edge of the city e.g., entertainment around Kassam stadium or employment on the business parks. My experience is that these have a limited."





## Action 13: Zero Emission Bus Fleet

Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024 and a fully zero emission bus fleet by 2030.

(1138 responses)

### Supporting comments / thoughts for the future

- Buses need to be smaller
- Change should be phased/gradual
- Public transport needs to be more frequent/reliable (more buses on the roads)
- Public transport needs to be affordable/cheaper/free
- Public transport to cover more routes/joined up routes
- Should be implemented soon/now
- Support/agree with action
- There will need to be collaboration between bus companies
- This is essential/a priority

### Concerns

- Concerns over costs (e.g., increased bus fares concern, increased taxes concern etc.)
- Public transport is already environmentally friendly

"Electric buses would be great but, as noted above, I doubt the financing exists to have a fully electric network which needs to be hugely expanded to make people change from car transport. If you are offering electric buses but on fewer routes and with fewer destinations, that is of no use at all. You need a realistic approach. Maybe only half bus services needed can actually be electric until much later."

"Such a reliance on buses... which are not good enough. When the Westgate opened the bus companies demanded that they MUST be allowed to keep running along a pedestrian street. Why does the council believe it has any say in a private company delivering this. and what guarantee do we have that prices will be low? none."

"This would massively help pollution in the city. It's horrible sitting behind a bus whilst cycling because it is so polluted. It damages people's lungs and harms children."

"I think this is amazing! Yes, yes, yes!"



## Action 14: Station Enhancements

Alongside partners, deliver: Oxford Station enhancements; a passenger rail service and two new passenger stations on the Cowley Branch Line; local rail capacity and service frequency enhancements.

(1183 responses)

### Supporting comments / thoughts for the future

- Cycling/walking infrastructure needs improvement to improve access to stations (e.g., made safer, segregated lanes, storage etc.)
- Public transport needs to be more frequent/reliable
- Public transport needs to be affordable/cheaper/free
- Public transport to cover more routes/joined up routes
- Should be implemented soon/now/this is a priority
- Stations need to be reachable by other public/modes of transport
- Support extending the rail services to other areas
- Support/agree with action
- This is essential/a priority
- Wants old/closed lines reopened
- Would like more/new train stations (new Oxford Station, Cowley line branch station, re-open Grove station, direct services to London to continue with few stops, Wolvercote/Oxford North development, Yarnton, Begbroke, Wantage, and Kidlington)

### Concerns

- Concerns over costs/how it will be paid for
- Disagree/don't support action

"Why are trams not being considered as an easy way of connecting the city as well as wider areas (Abingdon or Witney) trams require much less regulation than trains and existing infrastructure can be used. Or new track easily laid, this can allow for bus use as well as tram if integrated with the road."

"Make the local travel 'free' and people will use these, if not then they won't and it will all be a complete waste of public funds."

"Increased, and affordable, rail connections including the Cowley Branch line would be strongly welcomed."

"I know this is not within your power to change but why would I get the train anywhere when it is prohibitively expensive? I much prefer train travel to driving but the cost (especially as a family) is prohibitive."

"Fantastic! The rail system is outdated and increasing capacity, local hubs and parking will make life much easier!"

"Strongly support. There should also be more integrated thinking about bicycles and trains. At the moment the train companies make it as difficult as possible to take bikes on trains, and this has to change."



## Transport connectivity

The draft plan also outlines several plans for transport connectivity, including the role of transport hubs, movement of freight, 20-minute neighbourhoods, tourist coaches and a people-focussed city.

**Transport hub:** A transport hub is a recognisable place where people can interchange between modes of transport and access a range of shared and public transport services for part or all of their journey. Transport hubs are critical to reaching our targets to replace or remove a quarter of current car trips in Oxfordshire and deliver a net-zero transport network by providing places that people can access public transport, shared transport, and bike hire.

**Freight:** Reducing the number of freight vehicles on the network could be achieved through establishing freight transfer and consolidation centres. Further studies are required to fully explore practicalities, networks and how this could operate across the central Oxfordshire area. A study will also need to consider how an additional stage of micro-consolidation sites, which for example could promote onward freight movements by e-van and cargo bike for first/ last mile deliveries, could work in combination with larger strategic consolidation sites.

**20-minute neighbourhoods:** As part of the “Healthy, fair and liveable communities” chapter, the draft plan outlines the benefits of living locally. The 20-minute neighbourhood concept encapsulates the living local principle and is based on enabling everyday facilities to be within a short return walk or cycle trip from home; ideally a 20-minute return walking trip.

**City Centre Movement Framework:** By developing a City Centre Movement Framework we’ll seek to create a people-focussed city centre that provides cross city connectivity and interchange facilities for people using cycles and public transport; access for people with disabilities and access for deliveries.

**Tourist coaches:** Tourist coaches dropping visitors in the city centre are often an efficient and sustainable way of transporting people in and out of the centre. The aim is therefore not to prevent coaches coming into the city centre, rather it is to prevent them from parking for long periods in unsuitable places. Developing a plan for tourist coaches needs to be embedded as part the City Centre Movement Framework noting a desirability to:

- Look for tourist coach drop off / pick up facilities proximal to Westgate/New Road/Castle Street/Thames Street/

Speedwell Street/southern St Aldates.

- Identify convenient layover facilities for tourist coaches outside of the city centre



## Action 15: Transport hub

Deliver a transport hub strategy for a network of transport hubs across Oxfordshire. For example, a transport hub may combine shared bikes (including electric bike or motorcycle), shared cars, parcel delivery lockers and bus stops in one location. Oxfordshire's existing park and ride sites are already versions of the transport hub concept.

(1113 responses)

### Supporting comments / thoughts for the future

- Consult cyclists/pedestrians
- Cycling/walking infrastructure needs improvement (e.g., made safer, segregated lanes, storage etc.)
- Disabled/elderly parking should still be allowed
- Improve carparks (e.g., better access)
- Improve P&R (e.g., cheaper/free, more of them etc.)
- Public transport to cover more routes/joined up routes

### Concerns

- Cars are sometimes necessary (e.g., food shops, moving large items etc.)
- Concerns for elderly/disabled/young children/those with illnesses
- Concerns for local businesses/the economy/ tourism industry
- Concerns over costs (e.g., increased bus fares concern, increased taxes concern etc.)
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping, school etc.)
- Creates issues for healthcare visitors (e.g., carers, doctors etc.)
- Cycling/walking isn't an option for everyone
- Restrictions on residents/ will cause stress/problems for residents
- Does not think it will work/unrealistic
- Not properly thought out
- Will increase congestion/pollution

"I think this would be an interesting experiment. It needs adequate supply of shared resources so that people can be confident they will be able to use the facilities that are theoretically offered. If they are let down, many will abandon the use of such facilities."

"It won't work because it already doesn't work at the Park and Ride sites! I use one of these almost daily and the bus service in the evenings is very poor. If I work late or go into Oxford in the evenings I don't want to extend my evening by having a half hour wait for a bus, a 10 minute bus journey before I reach my car."

"I agree. coordinated transport works well. In many European cities this is normal. Anything that can be done to coordinate multiple forms of transport is worthwhile."

"We fully support the development of transport hubs as a sensible way to facilitate those from outside of Oxford, which applies to many Oxford business employees, to change mode of transport for entry to the city. However, it is very important that this remains affordable, to encourage use."



## Action 16: Freight

Deliver a freight transfer/consolidation feasibility study and first / last mile delivery pilot.

(1060 responses)

### Supporting comments / thoughts for the future

- Electric vehicles should be exempt
- Support
- This is essential/necessary/a priority
- Reduce the use of HGVs
- Support as long as cost of goods don't go up for Oxford residents

### Concerns

- Concerns for local businesses/the economy
- Concerns over costs
- Does not think it will work/ unrealistic

"If the survey accurately reflects business requirements and reduce costs; brilliant, but I foresee that it will be uneconomical and the logistics / administration unaffordable."

"Worth exploring but shouldn't increase the costs of goods and services to Oxford residents or reduce the attractiveness of Oxford as a business location."

"Magnificent. Vans make up so much of the obstruction and dangerous driving on the roads. The consolidation will need lots of financial support to work, but could be a huge benefit in the long term. Could be paid for nationwide with 2% of the tax Amazon doesn't pay, so it's important to design structures that don't just make Amazon more attractive."

"This is an unthinkable idea.... the amount of delivery vans we see in a day is very high. I cannot see how this will work without a huge impact to the business and customer service levels."

"This sounds an excellent idea to reduce the number of HGV's in the city."



## Action 17: Safer lorry scheme

Deliver a safer lorry scheme pilot across central Oxfordshire.

(1035 responses)

### Supporting comments / thoughts for the future

- Safety should be priority
- Needs to be enforced
- Reduction in vehicles
- Road infrastructure needs improving (e.g., bus/cycle lanes, expanded roads etc.)
- Support reduction in traffic/fewer cars on the road
- Remove lorries/HGVs (from both city centre, residential roads etc.)
- Encourage alternate delivery means (e.g., smaller vans, trains etc)
- Impose lorry/HGV bans during certain hours
- Educate lorries about cyclist safety

### Concerns

- Concerns for local businesses/the economy
- Does not think it will work/unrealistic
- Need more information/detail
- This isn't necessary/we don't need this/not a priority

"Couldn't find information on what this entails. Obviously safer lorries would be a good thing."

"How about making it easier for lorries to deliver their goods to businesses not trying to make life as difficult as possible for them."

"Tricky but worth it. Needs to cover skip delivery and bin lorries along with articulated vehicles."

"This would be very welcome. There is often conflict between large lorries dropping off and journeys on foot to school."



## Action 18: 20-minute neighbourhoods

Develop and support implementation of a local toolkit of transport interventions that support a 20-minute neighbourhood approach and work to the principles of the healthy streets approach.

(1088 responses)

### Supporting comments / thoughts for the future

- Cycling/walking infrastructure needs improvement (e.g., made safer, segregated lanes, storage etc.)
- Encourage cycling/walking
- Road infrastructure needs improving (e.g., bus/cycle lanes, expanded roads etc.)
- This is essential/necessary/a priority

### Concerns

- Concerns for elderly/disabled/young children/those with illnesses
- Concerns for local businesses/the economy
- Concerns over costs (e.g., increased bus fares concern, increased taxes concern etc.)
- Concerns over lack of access to essential locations (e.g., hospital, work, shopping, school etc.)
- Cycling/walking isn't an option for everyone
- Restrictions on residents/will cause stress/problems for residents
- Does not think it will work/unrealistic
- Leisure/personal time has not been considered
- Need more information/detail
- Negative opinion of LTNs
- Will create class division/scheme favourites the rich over the poor/will split up the city (negative)/ segregation

"Until you can force local shops not to massively overcharge in comparison to larger supermarkets, this is hugely unfair to the people you're trying to force into boxes."

"This is great, but in order to make a difference it needs to be done honestly and realistically. For example, recent development proposals for old Marston claimed that shops in Headington were accessible by bike within 20 mins. This is patently untrue, taking into account the cycle route up steep, busy Headley Way, and the fact that a lot of residents in old Marston are elderly. The area is clearly very poorly connected to local facilities. There is no point in this sort of assessment if it's not done honestly - but obviously it's a wonderful ambition."

"This approach is nonsense. People cannot have their needs met within a 20-minute distance. How will they work, go to school, use healthcare? How will they use the city centre shops, restaurants and entertainment that you were so keen to promote when you developed the Westgate?"

"Fully support. The status quo of out-of-town supermarkets is driving car dependency and has put smaller local stores out of business and led to high levels of physical inactivity. This needs to be reversed urgently."



## Action 19: City Centre Movement Framework

Alongside partners, deliver a City Centre Movement Framework for Oxford.

(1008 responses)

### Supporting comments / thoughts for the future

- Cycling/walking infrastructure needs improvement (e.g., made safer, segregated lanes, storage etc.)
- Public transport needs general improvement; affordable/cheaper/free/ more varied (e.g., trams, trains etc.)/cover more routes

### Concerns

- Concerns for elderly/disabled/young children/those with illnesses
- Concerns for local businesses/the economy
- Does not think it will work/unrealistic
- Need more information/detail
- This isn't necessary/we don't need this/not a priority
- Will split up the city (negative)/segregation

"Sounds like you're throwing money at the bus companies again. Please stop that. Allow for greater in-city car transport. E.g., remove the bus gates and promise not to install new ones."

"You need to consider young children attending schools in city centre and their parents! Like disabled people, they can't cycle/walk fast for long distance! Parents may need to drive a long distance after dropping off. They should be allowed to drive into city centre!"

"I support this. Deliveries should be by electric vehicle and only in the early morning."

"I agree, the city should be accessible to all and should allow for easy, private vehicle free, movement."





## Action 20: Tourist coaches

**Deliver attractive tourist coach drop off and pick up facilities in the city centre and convenient lay over facilities, consistent with proposals in a City Centre Movement Framework.**

(1066 responses)

### Supporting comments / thoughts for the future

- Focus on keeping green spaces and maintenance of historic spaces
- Improve P&R (want tourists to use this more)
- Regulate tourist coaches
- Keep separate from residential areas
- Make city more attractive to tourists (remove tourist gift shops)
- Focus on reducing congestion and pollution by improving drop off location

### Concerns

- Concerns disabled tourists, elderly, and families with young children in city centre
- Penalises local residents if their access is reduced/cost of parking increases
- Improvements should be made for residents and businesses first
- Residents don't want tourists to be prioritised over them

"Free movement of tourists should not be prioritised over Oxford residents. Strongly support proposals which do not allow coaches to park in the city centre or to lay over on the streets of Walton Manor and Norham Manor."

"Completely disagree. We don't want coaches in the city centre - and so drop off and pick up facilities in the city centre should be less attractive. With Oxford's park and ride system, tourists should be directed to them and potentially get discounted travels by bus in and out of the city centre."

"This would be ideal - tourists create pavement congestion which can be a real problem in the centre."

"This should be a priority for Oxford as it is a tourist destination centre. Equally though there should be much better connectivity between hospitals, and between hospitals and park and rides. Shuttles to hospitals should be 24h, frequent during day, and ideally free."



## Innovation

As part of the chapter on “a dynamic and innovative place” the draft plan outlines also outlines the benefits of innovation.

**Emerging innovation:** Carefully managed, innovative, and emerging technologies present opportunities to shape transport links and develop people-focused places. Across central Oxfordshire we will prioritise new technology that supports the strategic transport directions of this strategy. We will be technology-neutral in our approach to achieving our transport outcomes by seeking the best available solution to a given problem.

### Action 21: E-scooter hire

**Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation.**

(1150 responses)

#### Supporting comments / thoughts for the future

- Road infrastructure needs improving first (bus/cycle lanes, expanded roads)
- Support reduction of cars on the road
- Needs to be enforced/policed/need more speed cameras/highway code followed
- Would need suitable parking/docking stations to avoid blocking pathways
- Needs to be regulated to avoid accidents (pedestrians and car collisions)

#### Concerns

- Safety concerns/too fast/don't follow highway code
- Waste of money/prefer budget to be spent elsewhere
- Not suitable for everyone/all journeys
- E-scooters will be abandoned and litter the streets/block pathways/make access for disabled people difficult
- Education on road safety need first
- Need more information (will e-scooters use same lanes as cyclists?)

“E-scooters are dangerous and a cause for fatalities/ near-fatalities. There lighting is not adequate, helmets are not worn, and the highway code is not obeyed by the riders - in short they should not be allowed on the road.”

“Need to make sure this doesn't affect disabled badly. E scooters are wonderful, I noticed how they have reduced traffic on my street, but they get dumped on pavement, not good for the blind.”

“Seems to be working well. A docked e-bike scheme run along the same lines is needed too.”

“Yes, this would be nice, if feasible. For radial commuting within the Oxford ring road, we need to encourage high-speed cycling by providing safe segregated well-maintained bike lanes. Perhaps electric bikes and scooters could be hired from the park-and-ride points and re-charged overnight.”



## Action 22: Electric vehicle charging points

Deliver publicly accessible electric vehicle charging points across central Oxfordshire.

(1114 responses)

### Supporting comments / thoughts for the future

- Support reducing number of cars on the road
- Priority to help achieve net zero
- Should incentivise – make charging free
- People will continue using whatever is cheapest – need support/incentives
- Ensure sufficient charging points to support enough people and at regular intervals

### Concerns

- Too expensive (costs more to charge vehicles)
- Electric vehicles are not environmentally friendly (long term they are not green)
- Electric vehicles are not the answer
- Budget spent elsewhere
- Will create class division/favours the rich over the poor

“Electric cars are for the rich, and presumably the plan to ban people from using other fuels is a way of pricing the non-rich off the roads.”

“There will never be enough changing points if all the people you propose should have electric cars get them.”

“Absolutely needed for roll out of energy transition.”

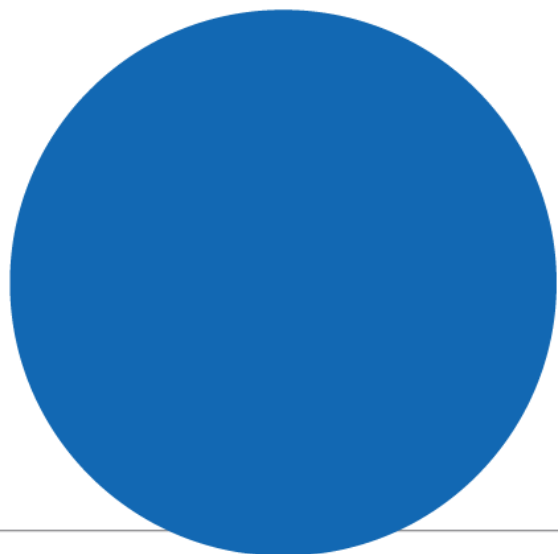
“Support this action. It is one of the ways the much-needed private car journeys can reduce emissions.”

“This would help. I use CoWheels, a car sharing scheme, and many of the cars are electric. It would be great to be able to charge the car while out in Oxfordshire, extending the range over which the cars can be used.”



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# Understanding of the Central Oxfordshire Travel Plan





# Performance indicators for the Central Oxfordshire plan

<b>Key Performance Indicators</b>	
<b>Focus area</b>	<b>KPI</b>
Transport emissions	Road transport emissions (Mt CO2)
Walking and cycling	Percentage of residents walking / cycling
	Number of walking / cycling trips
Physical activity	Percentage of adults / children meeting physical activity recommendations
Healthy Place Shaping	Healthy Streets score improvements
	20-minute neighbourhood index improvements
Road safety	Total number of KSI
	Number of KSI per mode
Public transport	Number of bus passenger journeys
	Bus journey times
	Number of rail passenger journeys (rail station entries and exits)
	Number of park and ride passenger journeys
Digital connectivity	Percentage of premises with superfast broadband
	Percentage of premises with full fibre broadband
Air quality	Transport emissions in Oxfordshire
	Years of healthy life lost due to air pollution
Private car	Car vehicle miles in Oxfordshire
	Number of car trips
	Number of registered battery electric vehicles
	Car ownership
Road highways maintenance condition	Percentage of roads in good/fair/poor condition
	Percentage of pavements and cycleways in good/fair/poor condition



### Figure 12: (Q06a)

To what extent do you agree or disagree with the key performance indicators for the Central Oxfordshire plan (all responses: n=1572).

	No. responses	% responses
NET: Agree	880	56%
NET: Disagree	401	26%

## Understanding of the transport plans for the Central Oxfordshire area

### Figure 13: (Q07)

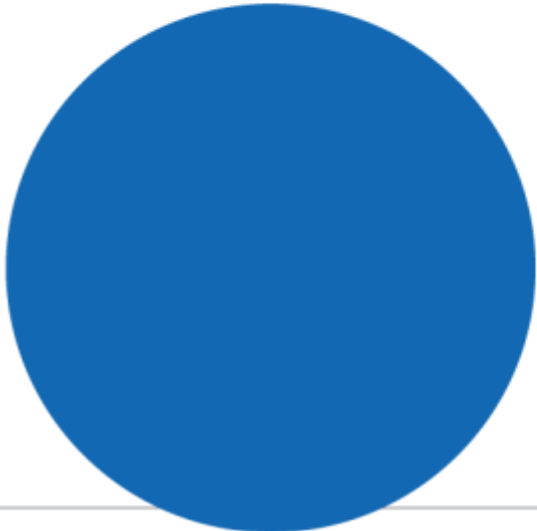
After taking part in this consultation do you have a better understanding of the transport plans for the Central Oxfordshire area? (all responses: n=1834).

	No. responses	% responses
Yes	1188	65%
No	363	20%
Not sure	283	15%



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# Stakeholder Feedback





# Stakeholder feedback was received via email and was coded separately

Stakeholders in Oxford had the chance to read the proposed outcomes and actions of the Central Oxfordshire Travel Plan, with some choosing to email their feedback rather than complete the survey. The key themes from their feedback are summarised below.

## Headline findings

Overall, stakeholder feedback was mainly positive for the proposed actions. Most comments ask for more detail on certain actions; stakeholders provide discussion on actions detailing ways in which the proposal could be improved or better specified. Concerns raised through the feedback were;

- Impact for the local economy if measures implemented
- Doubts the plans will be executed efficiently
- Worries the plans are far too vague
- 20-minute neighbourhoods; more information being needed before stakeholders are convinced about this proposal with some having a negative perception of the impact this will have.

Supportive comments for the proposal include a need to provide a safer cycle network; this was repeated throughout stakeholders' responses. Improved routes both in terms of safety and access to all areas of Oxford is considered a priority. As with the feedback from residents, bus improvements are reiterated as having precedence when reviewing the proposals. The current public transport infrastructure was considered to need improvements to routes, frequency, affordability, connectivity, and longer running schedules if people are to forgo personal vehicles and use buses. Both residents and stakeholders would like to see cheaper travel for all, and better travel passes. While parking was a polarised topic for residents as the removal of on street parking received both for and against comments, stakeholders tended to be supportive of the removal of on street parking, however a few comments were received asking for more car parking with a view that this would help the local economy. Improved pedestrian access is a significant point for consideration as safety for pedestrians and wheelchair users should take precedence whilst developing the COTP.

## Key themes

1. Concerns about 20-minute neighbourhoods
2. Cycle access and safety
3. Bus improvements
4. Parking
5. Need for pedestrianisation
6. Criticism of plan / survey





## 20-minute neighbourhoods

- Belief that 20-minute neighbourhoods may negatively impact the economy within the city.
- Misunderstanding of 20-minute neighbourhoods - misconception they isolate people and stop/create barriers to travelling further afield (e.g., into the city for those on the peripheries)

Like the responses collected from residents, stakeholders were not convinced by the proposals for 20-minute neighbourhoods. Stakeholders reported concern for Outcome F which describes “A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods where everything people need for their daily lives can be found within a 20-minute walk.” Some stakeholders were concerned that this will cause isolation as people only visit their local amenities rather than travelling into the city etc. Both stakeholders and residents expressed doubts about the effectiveness of this outcome. Furthermore, many believe it is not viable as it was considered that some areas would not be able to accommodate such a proposal, for example more rural areas. A recurring concern was that it would not suit everyone; families with young children, elderly people and people with limited ability were concerned about access to local facilities without the use of a private vehicles and could not rely on walking 20 minutes to get to a food shop etc. Some stakeholders were concerned the approach could negatively impact the economy of Oxfordshire.

## Cycle access and safety

- More secure cycle parking is needed
- Cycle safety is of key importance

A recurring theme that emerged throughout the data analysis was residents agreeing that cycle lane infrastructure needs improvement, as does the connectivity and accessibility for cyclists. Safety was a major concern with the need for pedestrians and cyclists to be better separated from main roads highlighted. Similar to the residents’ comments, stakeholders would also like to see improvements made to cycle access with a focus on safety for cyclists and pedestrians. A point also brought up by stakeholders was the need for better cycle parking stations within urban areas.

## Bus improvements

- Bus fares need to be affordable, and buses need to be reliable

Residents consistently reported wanting to see improvements to the buses in Oxfordshire. These improvements consist of better routes and access for all residents and rural areas across central Oxfordshire, more frequent buses, much more affordable travel, improvements to safety, better access for disabled people



or people with prams/young children, and more use of the park and ride to help encourage people not to drive into the centre of Oxford. The responses received from stakeholders supported these points previously made; bus travel needs to be more affordable to attract more use, buses need to be more reliable both in terms of frequency and the environment, and buses should be used to help drive more business into central Oxfordshire in order to support the economy.

## **Parking**

- Removal of on-street parking supported

Comments from stakeholders leaned more towards removing on-street parking to make way for improvements to cycle lanes and bus improvements, however some stakeholder comments were received opposing any reduction in parking.

## **Need for pedestrianisation**

- Specific areas need to be more accessible for pedestrians (e.g., Queens Road, St Giles, George Street, St Aldates, High Street, Magdalen Bridge).
- Improve access and safety for wheelchair and scooter users
- Remove pavement obstructions
- Ban pavement parking

Stakeholders would like to see improvements to pedestrian access, with suggestions for improvements to specific areas and streets. Obstructions to access for both people walking and using wheelchairs were discussed; street clutter needs to be removed - signs from restaurants and shops etc. to ensure pedestrians are prioritised on the pavements. And bigger considerations to the improvement of pedestrian access with junction designs to help improve safety near main roads and improve the flow of foot traffic.

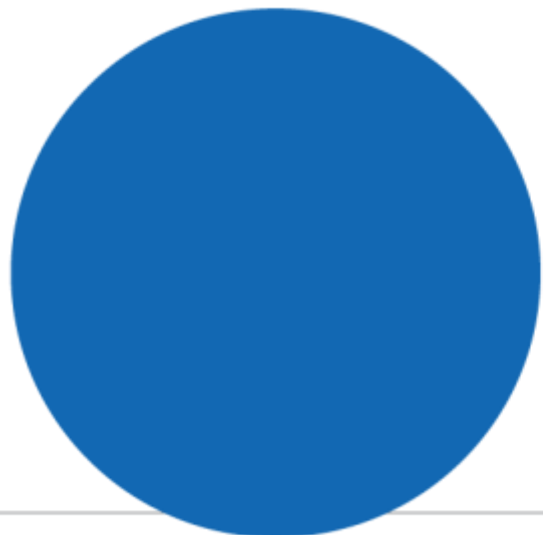
## **Concerns of the plan / survey**

Stakeholders shared some concerns about the plan as a whole; with some suggesting the plan is too vague, while others were concerned the targets would be difficult to monitor. Criticism of the survey itself was also shared by stakeholders and residents; many suggesting that the survey was long and complex.



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# Email feedback





In total 294 responses were received to the consultation by e-mail. Of these responses, 262 responses were from residents stating their support for the proposal. These responses were not included in the code frame as feedback discussed more general overviews of the plans, rather than specific outcomes/actions. Recurring feedback included comments of support with some concerns raised and a need for more information to be shared. The emerging themes were not dissimilar to that from the online responses discussed previously. The main future improvements suggested are listed below with example comments:

- More detail needed for 20-minute neighbourhoods
- Improve public transport; more reliable, more affordable, reaches more rural areas, more frequent
- Improve variety of public transport and connectivity
- 20 mph speed limits
- Improve safety for cyclists
- Concerns for elderly/disabled
- Opposing proposals
- Need more support from council

"Local communities are losing essential bus routes; there's certainly fewer and less frequent buses in my part of Oxford. One of the bus providers has even stopped selling return tickets! This is ludicrous. You either have to buy a day travel ticket – more expensive but allows you to take multiple journeys within a 24 hour period. Or you buy 2 single tickets, which is obviously more expensive. I need to bus into the City Centre in the morning and once again in the evening after work. I want a return ticket."

Improve public transport

"The zero-emission zone, not the traffic filters, is the proposed mechanism for reducing delivery vehicle flows & emissions and encouraging a shift to freight consolidation. There could also be weight limits to reduce HGV flows more generally across the city (and in the towns too perhaps)."

Restrictions on delivery vehicles

"I am writing to support the Central Oxfordshire Transport Plan. We must do this, to stop traffic getting worse, and to make streets better for people."

Support

"I think it is important that we note that we have a 20-minute neighbourhood policy but recognise that in different parts of the county this might be amended to reflect the local context. The key point is having a clear policy that aims to create walkable and cyclable neighbourhoods for short local trips and we would therefore support this."

Support

"I am writing to support the Central Oxfordshire Transport Plan. We must do this, to stop traffic getting worse, and to make streets better for people. In order to make all streets safer, it is essential that a 20mph speed limit be introduced across the city."

20mph speed limits

"It might be worth / possible to include a sentence somewhere on 'light rail, trams, urban aerial transit (gondola cable cars) and ferries' - just to sort of emphasize that there are a few different innovative options."

Promote varied options of transport



"We also recommend that rail is not viewed in isolation and would welcome plans to improve integration between rail and other modes of transport allowing rail to deliver the most for Oxford and Oxfordshire; a factor which could be essential for maximising the benefits of the proposed Cowley Branch Line scheme."

**Integrate varied modes of public transport**

"I think it is important that we note that we have a 20 minute neighbourhood policy but recognise that in different parts of the county this might be amended to reflect the local context. The key point is having a clear policy that aims to create walkable and cyclable neighbourhoods for short local trips and we would therefore support this."

**20-minute neighbourhood**

"I wanted to put in words of support for the travel consultation. To say that I support any measures that reduce private cars in central Oxford and make the city safer for pedestrians and cyclists. Oxford is one of the most beautiful cities in the country, and yet we let cars dominate the centre to its detriment.

However, the survey was so complex I felt unable to just express simple support. Maybe this is something to consider in the design of future surveys. I think a lot of people who broadly support the idea will struggle to find the time to answer the current consultation."

**Support**

"This plan is ambitious and is a good idea, but transport should be improved before you block the road, safety for biker is good but also tackling the problem of stolen bike. As a working person who needs to go to Summertown and Headington for work, I need an electric bike if I don't use my car anymore to go quicker and not lose too much money. But I am too scared to spend all that money and finally get my electric bike stolen."

**Need support to move to electric transport**

"I am writing to support the Travel Plan but I would also like to see a lower speed limit throughout the city: 20 miles max on all roads within the ring road, 10 miles on residential streets. This would make it easier for car drivers who think it is quicker to drive to choose other forms of transport – walking, cycling or public. It would mean that people only drive if they are disabled, carrying passengers who require it for some reason or if they are carrying big or heavy loads. This would be a simple rule and would make it MUCH safer for walking and cycling."

**Improve safety for cycling  
20mph speed limits**

"I am writing in support of the Central Oxfordshire Transport Plan. We must do this, to stop traffic getting worse, and to make streets better for people. I live in Woodstock and cycle to work in Oxpens, however, cycling is still dangerous and unpleasant in many areas and I struggle to recommend it to others as a form of regular transport.

Please act to change this."

**Support**

"I hope when the Plan is implemented it helps people save money and improves the environment. However, for people like me it is hopeless. I am in my late 70s with mobility problems. Where is the Council's concern for the many people like me? I don't qualify for a Blue Badge as I am determined to keep as active as possible, but life gets tougher and tougher."

**Concerns for elderly access**

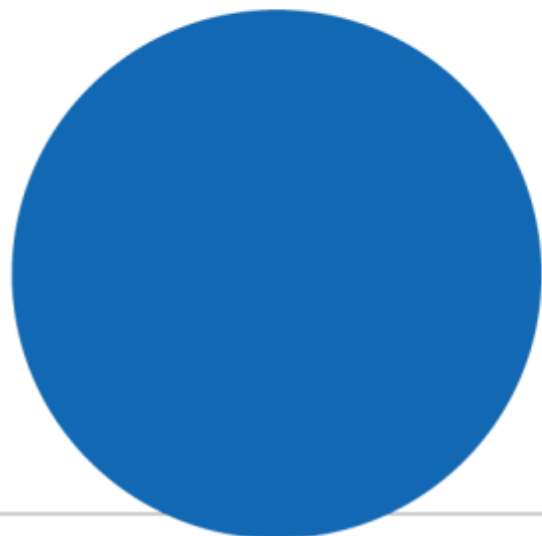
"As a motorist I fully support bold policies that will reduce the negative impacts of our car-dominated streets. We won't get rid of cars completely, but we can massively reduce their use and improve everyone's quality of life. I support sensible exemptions for buses, taxis and essential business journeys (e.g., building tradespeople). Whatever new rules are put in place, the enforcement needs to be properly resourced and applied. I regularly get around Oxford by bike, bus, car and on foot"

**Support**



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# Summary points





## Summary

To summarise, respondents were generally in favour of the outcomes of the proposed Central Oxfordshire Travel Plan and provided helpful suggestions and areas of concern to the actions outlined in the draft plan.

Comments in support of the outcomes and actions were apparent, with most also recommending which actions would be best to prioritise, such as improving public transport and reducing the price before reducing private vehicle access.

Respondents were also in support of reducing emissions, however, they are concerned that implementing traffic filters and potential road charges for some private vehicles (i.e., zero emission zone) will negatively impact upon residents and could cause a build-up of congestion and emissions elsewhere across the central Oxfordshire area.

A strong theme emerged that respondents would like public transport improvements such as improved routes, frequency, and price, including improvements to park and ride service/facilities. They also advocated an improved cycling network and safer areas for cyclists and pedestrians. Concern was, however, raised that this couldn't be achieved with a perceived poor quality of existing highway infrastructure. Respondents liked the idea of improving the aesthetics of the city, however, frequent comments suggested that this is not possible without disrupting current historic architecture. Furthermore, there was a lack of trust from some respondents in the council's ability to fully achieve the outcome and maintain such beautiful spaces as past attempts to do so were deemed by some as not being successful.

A vast majority of feedback focussed on traffic demand management measures in Central Oxfordshire including concern about implementing traffic filters and further parking restrictions. Respondents raised a considerable number of queries and suggestions of how they would like to see the outcomes achieved.

### Key summary points

**The following are a list of the key summary points from the consultation (in no specific order);**

- Support for the overall travel plan and/ or individual measures
- Public transport needs to be cheaper, more frequent and more accessible
- There should be greater content and priority to support walking
- Cycling / walking infrastructure needs improvement
- Particular amenities (i.e. schools, hospitals) should be exempted from particular schemes
- Greater detail is needed
- Do not support the overall travel plan and/ or individual measures
- There needs to be better enforcement of existing regulations



- 
- The plan should commit to greater restrictions on large vehicles and HGVs in Oxford
  - Cycling/ public transport are not viable options for all
  - That Low Traffic Neighbourhoods are perceived to have negatively affected accessibility and created severance in areas
  - The plan would compromise accessibility to essential locations and create severance between communities
  - The plan is too city focussed and is not clear on the benefits for those outside of the Oxford city area
  - That the plan should emphasise better the positives/ opportunities rather than perceived restrictive measures
  - That proposals are unworkable and not realistic
  - That measures would not be beneficial for local businesses
  - That the plan should set some clear goals and ambitions for the city centre

**The following is a list of key suggestions raised during the consultation for amendments to be made to the plan (in no specific order);**

- Greater content and priority measures for walking
- That the plan should be more ambitious on its aspirations for public transport including improving the affordability of public transport
- Greater recognition that a balanced approach to transport provision is needed
- Wider commitment to/ a better balance on 20mph speed limits
- Greater consideration for disability and accessibility groups, elderly and young
- That the plan should revise its terminology and target dates for delivering zero emission buses for all local bus routes
- That the plan needs to amend its presentation of the 20-minute neighbourhood approach
- Greater content and commitment to taxis and private hire
- Greater commitment to measures to enhance resident cycle parking provision
- While electric vehicles reduce Co2, some residents disagreed this was the best option due to impact of car batteries on the environment
- Some proposals caused a class division /more in favour of wealthier families
- Independent businesses felt overlooked i.e., those who needed a van etc. for their job
- Some disagreement with 20-minute neighbourhoods - creates segregation and is not achievable or realistic
- E-Scooters are a good idea in principle but there are safety concerns
- Park and ride needs improving / to be cheaper



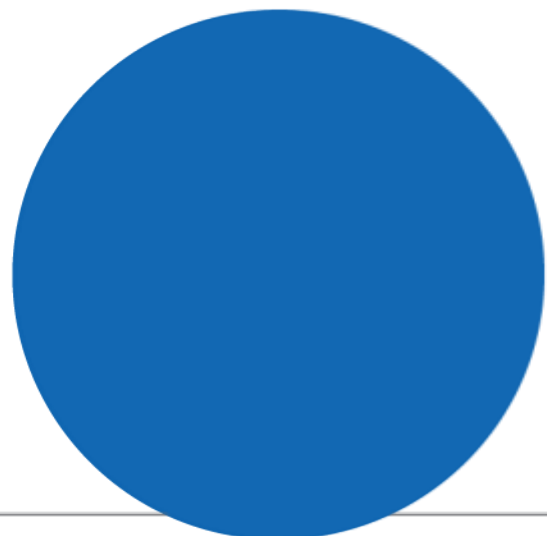


- Tourists should be encouraged to use park and ride to reduce the amount of congestion in the city centre
- Should have a designated area for tourist coach loading/unloading. Tourist basepoint should be made more attractive with better facilities.



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# Appendix A





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## List of Stakeholder Responses

### Transport Groups

- Active Oxfordshire
- Bike Safe
- British Horse Society
- British Motorcycle Federation
- Bus Users Oxford
- COLTA
- Coalition for Healthy Streets and Active Travel (CoHSAT)
- Cycle Advocacy Network
- Cyclox
- National Highways
- Network Rail
- Oxford Bus Company
- Oxford Civic Society
- Oxford Pedestrian Association
- Oxfordshire Cycling Network
- Oxfordshire Liveable Streets
- Road Haulage Association
- Stagecoach
- Wheels for Wellbeing
- Windrush Bike Project
- Witney Oxford Transport Group

### Education

- Brasenose College
- Cherwell School
- Christ Church College
- City Centre Group of Colleges (Brasenose College, Lincoln College, Exeter College, Trinity College, Corpus Christi College, Oriel College, Jesus College)
- Dragon School
- Greyfriars Catholic School
- New College School Oxford
- Oxford Brookes University



- 
- St Catherine's College
  - St Michael's C of E Primary School
  - University of Oxford
  - Windmill Primary School
  - Wood Farm Primary School
  - Worcester College

### City and District Councillors

- Benson and Crowmarsh – Councillor Sue Cooper
- Kennington and Radley – Councillor Diana Lugova
- Littlemore – Councillor Tiago Corais
- Lye Valley – Councillor Linda Smith
- Osney & St. Thomas – Councillor Lois Muddiman
- St Mary's – Councillor Emily Kerr
- Summertown – Councillor Katherine Miles
- Walton Manor – Councillor James Fry
- Woodcote and Rotherfield – Councillor Jo Robb

### Oxfordshire County Councillors

- Isis – Councillor Brad Baines
- Jericho & Osney – Councillor Susanna Pressel
- Wheatley – Councillor Tim Bearder
- Witney North & East – Councillor Duncan Enright

### City and District Councils

- Oxford City Council
- South Oxfordshire District Council
- Vale of White Horse District Council
- West Oxfordshire District Council

### Town and Parish Councils

- Cumnor Parish Council
- Kidlington Parish Council

### Planning and Environment Groups



- 
- Low Carbon Oxford North
  - Oxford Friends of the Earth
  - Planning Oxfordshire's Environment and Transport Sustainably (POETS)

### Healthcare

- Oxford University Hospitals Foundation Trust
- Oxford Health Foundation Trust

### Businesses / Employers

- Jericho Traders Association
- Oxford Business Action Group
- ROX
- Thames Valley Chamber of Commerce

### Local Resident Forums / Groups

- Headington Action
- Oxford Resident Group
- Summertown & St Margaret's Neighbourhood Forum
- Walton Manor East West Roads Coalition

### National and Regional Authorities / Bodies

- Historic England
- Thames Valley Police

### Political Groups

- Oxfordshire Green Party

### Developers

- L&Q Estates Ltd

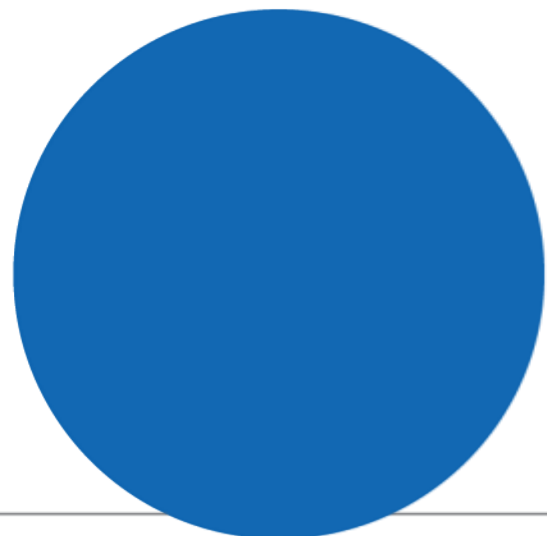
### MPs

- Layla Moran



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# Appendix B



# Central Oxfordshire Travel Plan survey:

The Central Oxfordshire Travel Plan has been developed by Oxfordshire County Council as part of its countywide Local Transport and Connectivity Plan (LTCP).

We consulted with residents across Oxfordshire earlier this year and received over 1,000 responses to the LTCP.

The LTCP was approved by council in July 2022 and sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents.

The LTCP includes ambitious targets such as reducing 1 in 4 car trips by 2030, delivering a net-zero transport network by 2040 and having zero, or as close as possible, road fatalities or life-changing injuries by 2050.

To achieve this, we are now developing area travel plans across Oxfordshire. The first to be developed is the Central Oxfordshire Travel Plan covering Oxford, Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley.

**The draft Central Oxfordshire Travel Plan** sets out our vision to develop a world-leading, innovative, inclusive and carbon neutral transport system with a focus on how people move quickly and safely around the area.

In particular, we need to look at options that free up the limited road space we have in Central Oxfordshire to create a place where buses are fast, affordable and reliable, where people can walk and cycle, in pleasant and safe environments, and where high polluting, unnecessary, individual car journeys take a back seat so that zero-emission buses, taxis and delivery vans are the norm, and that those who need to take essential journeys by car can do so without congestion.

We are proposing a set of 22 actions to help achieve a sustainable and reliable transport system across the Central Oxfordshire area, including three major transport proposals for Oxford City: traffic filters, a workplace parking levy and zero emission zone.

The three key projects will be subject to detailed and separate consultations, with the first, on traffic filters, expected in September 2022.

The purpose of this Central Oxfordshire Travel Plan consultation is to gather your views and feedback on the broader aims of the draft travel plan for Central Oxfordshire and the actions we have identified as a result of the resident and stakeholder feedback to the LTCP consultation earlier this year.

**The consultation for the Central Oxfordshire Travel Plan closes on October 3, 2022.**

## Survey:

Our transport system can play a leading role in driving climate action, providing better connectivity, improving the health and wellbeing of our communities and ensuring that everyone in Oxfordshire can take advantage of the opportunities that our vibrant, diverse and innovative county has to offer.

### Question 1:

When thinking about the challenges in delivering an efficient, reliable transport network in Central Oxfordshire, can you rate in order of importance the issues you are most concerned about. (1 being most important and 5 being least important)

- Reducing congestion
- Improving air quality
- Safer options for walking and cycling
- Reliable public transport
- Affordable transport networks

**Question 2:**

Looking at the list below can you rank in order of importance the suggested outcomes of the draft Central Oxfordshire Travel Plan (1 being most important and 8 being least important). (Optional response).

The **Central Oxfordshire Travel Plan** is designed to achieve the following outcomes:

- A flagship comprehensive zero emission **bus network**, able to travel at the speed limit 24 hours a day, 7 days a week
- A comprehensive, safe **cycle network**, to rival the best in Europe.
- Beautifully designed **streets and public spaces**, with clean air.
- A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make **essential journeys** in zero emission vehicles.
- Carbon neutral transport** for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources.
- A travel hierarchy prioritising sustainable travel and promoting **20-minute neighbourhoods** where everything people need for their daily lives can be found within a 20-minute walk.
- Improved **safety** realised through a Vision Zero approach to transport safety across the area
- An **inclusive transport network** that improves accessibility for all of our residents

**Question 3:**

To what extent do you agree or disagree with the outcomes we have identified in the Central Oxfordshire Travel Plan? (Optional response)

**A.** A flagship comprehensive zero emission **bus network**, able to travel at the speed limit 24 hours a day, 7 days a week

- Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

Do you have any further comment on

**B.** A comprehensive, safe **cycle network**, to rival the best in Europe.



Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

Do you have any further comment on

**C. Beautifully designed streets and public spaces, with clean air.**

Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

Do you have any further comment on

**D. A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles.**

Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

Do you have any further comment on

**E. Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources.**

Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

Do you have any further comment on

**F. A travel hierarchy prioritising sustainable travel and promoting 20-minute neighbourhoods where everything people need for their daily lives can be found within a 20-minute walk.**

Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

Do you have any further comment on

**G. Improved safety realised through a Vision Zero approach to transport safety across the area**

Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

Do you have any further comment on

H. An inclusive transport network that improves accessibility for all of our residents

Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

Do you have any further comment on

**Question 4:**

To deliver the outcomes, we need to make transport movements more efficient and achieve targets for a net-zero transport network. This requires us to:

- Look at ways to avoid unnecessary travel. For example, through supporting working at home using the internet and other technology or shorter trips.
- Shift travel use towards the sustainable travel options (for example walking and cycling and using public transport) and support freight consolidation.
- Improve our travel network. For example, providing infrastructure to support a switch to electric technology.

**Question 4a:**

To what extent do you agree or disagree with the Avoid/Shift/Improve approach as outlined in the draft Central Oxfordshire Travel plan.

Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

**Question 4b:**

Do you have any other comments or feedback on the Avoid/Shift/Improve approach?

**Question 5:**

The draft Central Oxfordshire Travel Plan contains 22 actions to achieve our vision for transport in Oxfordshire. We will consult with you further as we develop these actions.

We have summarised the actions into sections. **You can choose which sections you would like to respond to and you do not need to select a response for every action.** You can find more detail about what is proposed by each action and the benefits of implementing them in the draft COTP document.

The 22 actions have been split as follows:

- Congestion and air quality (Actions 1-2)
- Parking (Actions 3-7)
- Cycle and walking improvements (Actions 8-11)
- Bus and rail improvements (Actions 12-14)

- Transport connectivity (15-20)
- Innovation (Actions 21-22)

### **Congestion and air quality:**

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for managing travel demand. These proposals include actions to improve the accessibility and convenience of sustainable travel modes over private vehicle use. This approach recognises that for some, alternatives to driving may be unrealistic for some journeys.

### **Zero emission zone:**

An area where all vehicles except those with zero tailpipe emissions are restricted from entering or are charged to enter. Through a charging-based system, the zone will incentivise the use of low emission vehicles over higher polluting vehicle types. Implementation of an expanded ZEZ will build on the findings and learnings of a pilot ZEZ, which was implemented on a select number of city centre streets in February 2022.

### **Traffic filters:**

Points on roads through which only certain vehicles (e.g., buses, taxis, and cycles) may pass. Traffic filters would in principle operate similar to the existing bus gate on Oxford High Street.

(Please note: these proposals will be subject to separate and detailed consultations).

**Action 1:** A Zero Emission Zone for Oxford city centre (expanding upon the pilot scheme).

### **Do you have any feedback on Action 1?**

**Action 2:** A set of strategic traffic filters for locations across Oxford.

### **Do you have any feedback on Action 2?**

### **Parking**

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for managing travel demand with particular focus on parking.

A Workplace Parking Levy (WPL) would be an annual charge to businesses with 11 or more staff parking spaces at their premises, with funds raised used to improve transport in and around the city.

To ensure that commuter parking is not displaced locally, further Controlled Parking Zones (CPZ) across the area may be required. We also propose a review of eligibility and quantity of permits issued per property to ensure parking pressure is effectively managed.

Actions we’re seeking feedback on in this section are:

**Action 3:** A Workplace Parking Levy to cover businesses with 11 or more staff parking spaces in Oxford City Council’s administrative area, within the Oxford ring road. **Do you have any feedback on Action 3?**

**Action 4:** Further Controlled Parking Zones (CPZ) across the city and a review of eligibility and quantity of permits in existing CPZ areas. **Do you have any feedback on Action 4?**

**Action 5:** A case-by-case review of public parking provision across the area and a consolidation and/ or a reduction in public parking provision where appropriate. **Do you have any feedback on Action 5?**

**Action 6:**

Removal of on-street public parking where necessary on corridors identified in the strategy as being active travel Primary routes (Quickways) and/or core bus routes. **Do you have any feedback on Action 6?**

**Action 7:** Regularly review parking pricing to favour sustainable travel. **Do you have any feedback on Action 7?**

### Cycle and walking improvements

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for making space for and improving the priority and safety of sustainable modes.

Reducing the attractiveness of driving, through implementing travel demand management measures, requires that we also invest in improving the sustainable transport offer to provide more choice.

Actions we’re seeking feedback on in this section are:

**Action 8:** Deliver a central Oxfordshire cycle network, consistent with the Oxfordshire Strategic Active Travel Network and the latest Local Cycling and Walking Infrastructure Plans. **Do you have any feedback on Action 8**

**Action 9:** Deliver a wayfinding (directional signage) scheme across central Oxfordshire’s active travel network. **Do you have any feedback on Action 9?**

**Action 10:** Deliver junction improvements, as part of our Vision Zero\* policy, to support active travel users where there:

- A. Is insufficient dedicated infrastructure for those walking or cycling
- B. Is a poor safety record for those who are walking or cycling
- C. Is significant severance for those walking and cycling

\*Vision Zero seeks to eliminate all fatalities and severe injuries on Oxfordshire’s roads and streets.

**Do you have any feedback on Action 10?**

**Action 11:** Deliver increased cycle parking at key destinations and a public hire cycle scheme including e-bikes, and which could also include e-scooter provision. **Do you have any feedback on Action 11?**

## Bus and rail improvements

As part of the chapter on “An efficient and connected zero emission city” the draft plan outlines proposals for making space for, and improving priority and safety of, sustainable modes, including bus and rail.

**Bus improvements:** We’re proposing within central Oxfordshire to invest in bus priority measures including traffic filters, priority at signals and bus lanes and to invest in environmentally friendly buses. This is aimed at helping restore and increase bus frequencies on existing routes as well as restore and create new direct bus routes across central Oxfordshire for example, between the county towns and Oxford’s eastern arc area. Over time, investment in newer bus fleets and improved user experience are also likely.

**Rail improvements:** Developing the local rail network across the central Oxfordshire area requires delivery on a number of key interventions, most notably Oxford Station enhancements and Cowley branch line. Other rail investment priorities for the central Oxfordshire area include:

- Didcot-Oxford capacity enhancements – requirement for additional track capacity to accommodate demand, enable new/extended services and fully realise rail potential as an alternative to the A34 corridor
- Increased connectivity and frequency of services between:
  - Bicester and Didcot
  - Oxford and Hanborough
  - Oxford and Culham

Actions we’re seeking feedback on in this section are:

**Action 12:** Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area. **Do you have any feedback on this suggested action?**

**Action 13:** Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024 and a fully zero emission bus fleet by 2030. **Do you have any feedback on this suggested action?**

**Action 14:** Alongside partners, deliver: Oxford Station enhancements; a passenger rail service and two new passenger stations on the Cowley Branch Line; local rail capacity and service frequency enhancements.

**Do you have any feedback on this suggested action?**

## Transport connectivity

The draft plan also outlines several plans for transport connectivity, including the role of transport hubs, movement of freight, 20-minute neighbourhoods, tourist coaches and a people-focussed city.

**Transport hub:** A transport hub is a recognisable place where people can interchange between modes of transport and access a range of shared and public transport services for part or all of their journey. Transport hubs are critical to reaching our targets to replace or remove a quarter of current car trips in Oxfordshire and deliver a net-zero transport network by providing places that people can access public transport, shared transport, and bike hire.

**Freight:** Reducing the number of freight vehicles on the network could be achieved through establishing freight transfer and consolidation centres. Further studies are required to fully explore practicalities, networks and how this could operate across the central Oxfordshire area. A study will also need to consider how an additional stage of

micro-consolidation sites, which for example could promote onward freight movements by e-van and cargo bike for first/ last mile deliveries, could work in combination with larger strategic consolidation sites.

**20-minute neighbourhoods:** As part of the “Healthy, fair and liveable communities” chapter, the draft plan outlines the benefits of living locally. The 20-minute neighbourhood concept encapsulates the living local principle and is based on enabling everyday facilities to be within a short return walk or cycle trip from home; ideally a 20-minute return walking trip.

**City Centre Movement Framework:** By developing a City Centre Movement Framework we’ll seek to create a people-focussed city centre that provides cross city connectivity and interchange facilities for people using cycles and public transport; access for people with disabilities and access for deliveries.

**Tourist coaches:** Tourist coaches dropping visitors in the city centre are often an efficient and sustainable way of transporting people in and out of the centre. The aim is therefore not to prevent coaches coming into the city centre, rather it is to prevent them from parking for long periods in unsuitable places.

Developing a plan for tourist coaches needs to be embedded as part the City Centre Movement Framework noting a desirability to:

- Look for tourist coach drop off / pick up facilities proximal to Westgate/New Road/Castle Street/Thames Street/Speedwell Street/southern St Aldates.
- Identify convenient layover facilities for tourist coaches outside of the city centre.

Actions we’re seeking feedback on in this section are:

**Action 15:** Deliver a transport hub strategy for a network of transport hubs across Oxfordshire. For example, a transport hub may combine shared bikes (including electric bike or motorcycle), shared cars, parcel delivery lockers and bus stops in one location. Oxfordshire’s existing park and ride sites are already versions of the transport hub concept. **Do you have any feedback on this suggested action?**

**Action 16:** Deliver a freight transfer/consolidation feasibility study and first / last mile delivery pilot.

**Do you have any feedback on this suggested action?**

**Action 17:** Deliver a safer lorry scheme pilot across central Oxfordshire

**Do you have any feedback on this suggested action?**

**Action 18:** Develop and support implementation of a local toolkit of transport interventions that support a 20-minute neighbourhood approach and work to the principles of the healthy streets approach.

**Do you have any feedback on this suggested action?**

**Action 19:** Alongside partners, deliver a City Centre Movement Framework for Oxford.

**Do you have any feedback on this suggested action?**

**Action 20:** Deliver attractive tourist coach drop off and pick up facilities in the city centre and convenient lay over facilities, consistent with proposals in a City Centre Movement Framework.

**Do you have any feedback on this suggested action?**

## **Innovation**

As part of the chapter on “a dynamic and innovative place” the draft plan outlines also outlines the benefits of innovation.

**Emerging innovation:** Carefully managed, innovative, and emerging technologies present opportunities to shape transport links and develop people focused places. Across central Oxfordshire we will prioritise new technology that supports the strategic transport directions of this strategy. We will be technology-neutral in our approach to achieving our transport outcomes by seeking the best available solution to a given problem.

Actions we’re seeking feedback on in this section are:

**Action 21:** Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation. **Do you have any feedback on this suggested action?**

**Action 22:** Deliver publicly accessible electric vehicle charging points across central Oxfordshire.

**Do you have any feedback on this suggested action?**



### Question 6:

To ensure the success of the draft Central Oxfordshire Plan we plan to measure and monitor a set of indicators, listed below.

Key Performance Indicators	
Focus area	KPI
Transport emissions	Road transport emissions (Mt CO2)
Walking and cycling	Percentage of residents walking / cycling
	Number of walking / cycling trips
Physical activity	Percentage of adults / children meeting physical activity recommendations
Healthy Place Shaping	Healthy Streets score improvements
	20-minute neighbourhood index improvements
Road safety	Total number of KSI
	Number of KSI per mode
Public transport	Number of bus passenger journeys
	Bus journey times
	Number of rail passenger journeys (rail station entries and exits)
	Number of park and ride passenger journeys
Digital connectivity	Percentage of premises with superfast broadband
	Percentage of premises with full fibre broadband
Air quality	Transport emissions in Oxfordshire
	Years of healthy life lost due to air pollution
Private car	Car vehicle miles in Oxfordshire
	Number of car trips
	Number of registered battery electric vehicles
	Car ownership
	Percentage of roads in good/fair/poor condition

**Road highways maintenance condition**

Percentage of pavements and cycleways in good/fair/poor condition.

**Question 6a:** To what extent do you agree or disagree with the key performance indicators for the Central Oxfordshire plan?

Strongly Agree  Partially Agree  Neither Agree nor Disagree  Partially Disagree  Strongly Disagree

**Question 6b.** Do you have any other feedback on the key performance indicators for the Central Oxfordshire ` Travel Plan?

**Question 7:** After taking part in this consultation do you have a better understanding of the transport plans for the Central Oxfordshire area?

Yes  No  Not Sure

**Question 8:** Do you have any other feedback or comments on the draft Central Oxfordshire Travel Plan?

**Question 9: About You**

We would like to know more about you so that we can understand more about our customers and residents, as it helps us to know if we are hearing the views of a wide range of people and communities.

If you do not wish to provide any of this information, please select prefer not to say.

All information given is anonymous and is governed by the General Data Protection Regulations 2018.

**Please say whether you are:**

- An Oxfordshire resident
- A member of the public living elsewhere who travels to Oxfordshire
- A parish meeting representative, parish councillor or town councillor
- A county council employee
- A county councillor
- A district or city councillor
- A representative of a group or organisation
- A representative of a business
- Other

**If other, please provide details:**

**Question 10**

If you are responding as a councillor, please provide your name and the area(s) you represent

**Question 11**

If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation

**Question 12**

- If you live in Oxfordshire which district do you live
- Cherwell
- South Oxfordshire
- Vale of White Horse
- West Oxfordshire
- Oxford City
- I don't live in

**If you live outside Oxfordshire please enter where you live in the box below**

**Question 13**

What is your postcode?

Please provide the first four or five digits of your postcode (not the letters at the end).

e.g. OX1 1 or OX14 5

**Question 14**

55-64

What is your age?

Under 16

65-74

16-24

75-84

25-34

Over 85

35-44

Prefer not to say

45-54

**Question 15**

What is your sex...?

Male

Female

Prefer not to say

I use another term (please state here)

**Question 16**

What is your ethnic group?

Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)

Black or Black British (Caribbean, African, or any other Black background)

Chinese

Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed

background)

White (British, Irish, Scottish or any other white background)

Prefer not to say

Other ethnic group (please specify)

**Question 17**

Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

Yes - limited a lot

Yes - limited a little

No

Prefer not to say

**Question 18**

How did you find out about this consultation?  
(Please tick all that apply)

- |                          |                                       |                          |
|--------------------------|---------------------------------------|--------------------------|
| <input type="checkbox"/> | Facebook                              | <input type="checkbox"/> |
| <input type="checkbox"/> | Twitter                               | <input type="checkbox"/> |
| <input type="checkbox"/> | Instagram                             | <input type="checkbox"/> |
| <input type="checkbox"/> | LinkedIn                              | <input type="checkbox"/> |
| <input type="checkbox"/> | Oxfordshire.gov.uk website            | <input type="checkbox"/> |
| <input type="checkbox"/> | Email from Oxfordshire county council | <input type="checkbox"/> |

**If other, please provide details:**

Local news item (newspaper, online, radio, tv)

Oxfordshire county councillor

Parish or town council

Local community group/organisation

Friend/relative

Other



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We invite you to sign up to get regular email updates on news, events, and developments from across the county.

Would you like to sign up?

Yes

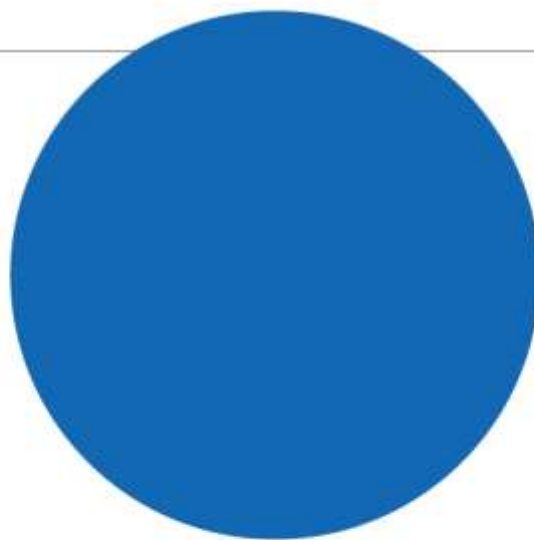
No

If you have chosen 'Yes' for 'Would you like to sign up?', Please provide your email address below, so we can contact you and send a link to our sign-up page where you can tailor which communications you receive:

Thank you for taking the time to answer these questions

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For more  
information



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