



Active Travel Programme

Performance Scrutiny Committee

30 July 2020



Active Travel Programme

Our aims are to contribute to reducing pressure on the road network, contribute to economic growth and the reduction of emissions, improvement of quality of life and health, and link active travel with bus and rail options by enabling sustainable door to door journeys combining cycling or walking with public transport.

£20m planned investment

- Botley Road Corridor P1
- Banbury A361
- Countywide Science Vale Cycle Network
- City Cycle Scheme (external grant)

School Streets

- Perm/temporary Road Closures
- Pavement Improvements
- Local Park & Strides
- Signal Prioritisation at Crossings
- 30 EOIs

RRR* Active Travel Priorities

- Bus Gates
- Low Traffic Neighbourhoods
- E-Scooter Trial
- 20mph Zones
- Acceleration of maintenance programme

Emergency Active Travel Tranche 1

- £600k across Oxfordshire
- 4-8wk delivery window
- For example:
 1. Cycle Lane Refresh
 2. Cycle Parks
 3. Traffic signals

Emergency Active Travel Tranche 2

- £2.3m allocated
- 4 weeks to develop bid
- Strict DfT criteria
- 6mth delivery window


Local Cycle and Walking Infrastructure Plans
Local Transport Plan 4 (incl. Area Strategies)

*Restart, Recover, Renew



Tranche 1

Issues and considerations for future tranches



Tranche 1 (Overview)

- Member survey used to help shape tranche 1 measures 92% response rate
- Impact seen across Oxfordshire (cycle parks, grass cutting, refreshing of cycle lanes & improved signage)
- Additional City based measures including bus gates, LTNs and reallocation of highways to support cycling and pedestrians
- Schemes currently being delivered to timetable and within financial envelope.



Tranche 1 – The Issues

- High level of expectation created by Government announcements on active travel, not matched by funding available
- 7-day window to establish, assess and prioritise schemes for tranche 1 submission
- Limited ability to engage with stakeholders prior to submission – resulting in a reactive approach to stakeholder management
- Concerns that more ambitious schemes not deliverable within timeframe



Tranche 1 The Learning

- Stakeholder Engagement
 - Locality working groups
 - Embedding communications into Tranche 2 delivery plans
 - Creation of FAQs and other tools to respond to Member/Residents comments/enquiries
 - Creation of plotting/mapping of all Active Travel measures recently submitted to support future Active Delivery Programmes
- Adoption of structured programme and project management approach
- Creation of scheme pathways for key delivery initiatives such as Low Traffic Neighbourhoods, 20 mph implementation of school streets measures etc.



Emergency Active Travel Fund Tranche 2

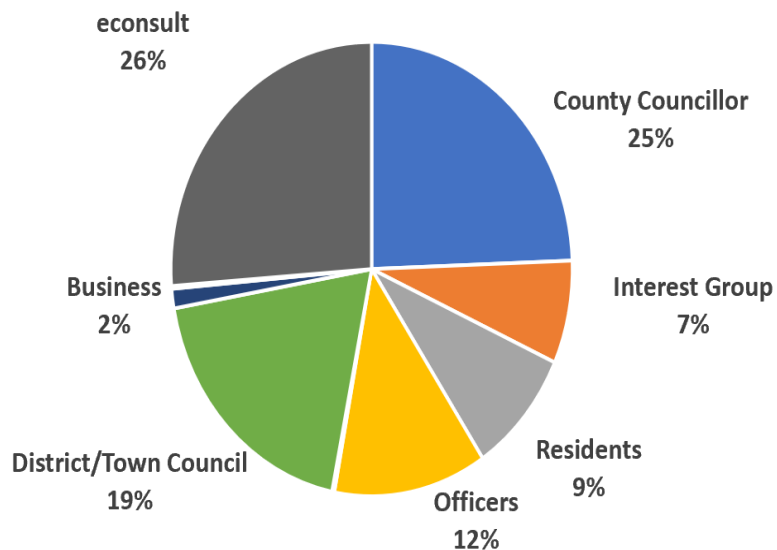
Emerging bid proposal



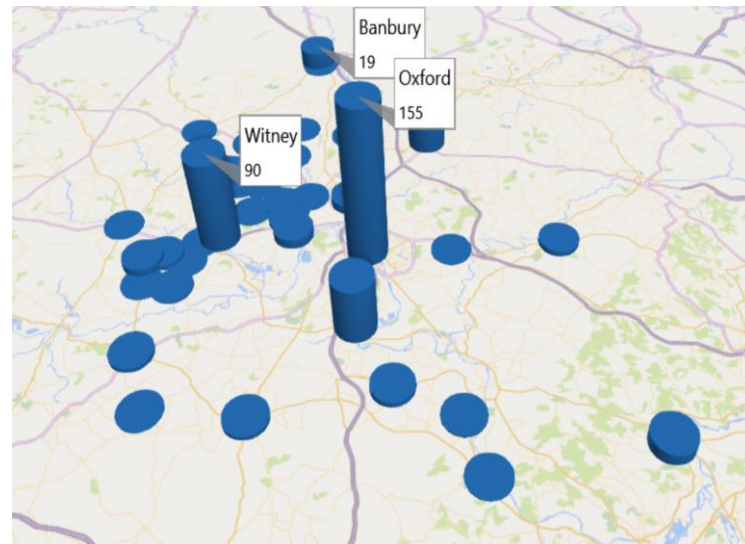
Stakeholder Engagement

Total proposals received 475

Where the Suggestions Came From



Key response areas



Most popular themes

- Cycle lanes & reallocation of roads
- Low Traffic
- Neighbourhoods
- Cycle Parking
- School Streets



Tranche 2 Background

- Oxfordshire allocation £2.3m (with ambition to bid for more)
- Clear criteria set out by the Department of Transport
- Proposals to include identification of internal funding to support proposals where possible (Section 106/CIL)
- Measures mapped across Oxfordshire taken from all engagement channels.
- Key requirement to link proposals to existing plans and strategies as well as demonstrate engagement with stakeholders
- Assessment Framework established to enable equitable approach to prioritisation including use of Benefit Cost Ratio
- Bidding Team established with support from Innovations Team, Public Health & Finance
- Communications plan running concurrent to bidding/submission process
- Ongoing dialogue with DfT for agreed schemes



Summary of DfT Key Criteria

Main Measures:

- New segregated cycleway (permanent and temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent and temporary footways
- Widening existing footway

Supportive Measures:

- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes
- Schemes to support culture and behavioural changes towards walking and cycling



Schemes under consideration following assessment & prioritisation process

City: (East, Headington, North & West)

- Improved cycle paths
- Low Traffic Neighbourhoods (quieter streets)
- Point closures
- Wider pavements

Cherwell & West: (Banbury, Bicester & Witney)

- Improved/Segregated cycle paths
- Point closures
- Wider pavements

Oxfordshire wide: (Community Activation)

- School Streets
- Community Activator and App
- Wheels for All

*Schemes not eligible for DfT funding to be considered as future funding becomes available