OXFORDSHIRE COUNTY COUNCIL

Notice of a Meeting

Place Overview & Scrutiny Committee
Wednesday, 16 November 2022 at 10.00 am
Room 2 - County Hall, New Road, Oxford OX1 1ND

These proceedings are open to the public

If you wish to view proceedings, please click on the live stream link on the website.. However, that will not allow you to participate in the meeting.

Places at the meeting are very limited. <u>If you still wish to attend this meeting in person, you must contact the Committee Officer by 9am four working days before the meeting</u> and they will advise if you can be accommodated at this meeting.

Membership

Chair - Councillor Kieron Mallon
Deputy Chair - Councillor Charlie Hicks

Councillors:	Brad Baines	Sally Povolotsky	Richard Webber
	Arash Fatemian	Judy Roberts	
	Ted Fenton	Freddie van Mierlo	

Notes: ***Date of next meeting:*** *25 January 2023*

For more information about this Committee please contact:		
Chair	-	Councillor Kieron Mallon E.Mail: Kieron.mallon@oxfordshire.gov.uk
Committee Officer	-	*Chris Reynolds, Committee Officer* *Tel: 07542 029441 Email:* *chris.reynolds@oxfordshire.gov.uk*

Stephen Chandler
Interim Chief Executive

November 2022

What does this Committee review or scrutinise?

Climate change, transport, highways, planning and place-based services. Including the delivery of regulatory services, fire and rescue, community safety and community services such as libraries. NB This Committee will act as the Council's 'Crime and Disorder Committee'.

How can I have my say?

We welcome the views of the community on any issues in relation to the responsibilities of this Committee. Members of the public may ask to speak on any item on the agenda or may suggest matters which they would like the Committee to look at. **Requests to speak must be submitted to the Committee Officer below no later than 9 am 4 working day before the date of the meeting.**

About the County Council

The Oxfordshire County Council is made up of 63 councillors who are democratically elected every four years. The Council provides a range of services to Oxfordshire's 678,000 residents. These include:

schools	social & health care	libraries and museums
the fire service	roads	trading standards
land use	transport planning	waste management

Each year the Council manages £0.9 billion of public money in providing these services. Most decisions are taken by a Cabinet of 9 Councillors, which makes decisions about service priorities and spending. Some decisions will now be delegated to individual members of the Cabinet.

About Scrutiny

Scrutiny is about:

• Providing a challenge to the Cabinet
• Examining how well the Cabinet and the Authority are performing
• Influencing the Cabinet on decisions that affect local people
• Helping the Cabinet to develop Council policies
• Representing the community in Council decision making
• Promoting joined up working across the authority's work and with partners

Scrutiny is NOT about:

• Making day to day service decisions
• Investigating individual complaints.

What does this Committee do?

The Committee meets up to 4 times a year or more. It develops a work programme, which lists the issues it plans to investigate. These investigations can include whole committee investigations undertaken during the meeting, or reviews by a panel of members doing research and talking to lots of people outside of the meeting. Once an investigation is completed the Committee provides its advice to the Cabinet, the full Council or other scrutiny committees. Meetings are open to the public and all reports are available to the public unless exempt or confidential, when the items would be considered in closed session.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, giving as much notice as possible before the meeting

A hearing loop is available at County Hall.

recycled paper

AGENDA

1. **Apologies for Absence and Temporary Appointments**

2. **Declaration of Interests - see guidance note on the back page**

3. **Minutes** (Pages 1 - 14)

   To approve the minutes of the meetings held on 15 June and 7 October 2022 (**PLOSC3**) and to receive information arising from them.

4. **Petitions and Public Address**

   Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection. To facilitate 'hybrid' meetings we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e., 9am on Thursday 10 November 2022. Requests to speak should be sent to chris.reynolds@oxfordshire.gov.uk If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

5. **Cabinet responses to travel related committee scrutiny reports** (Pages 15 - 34)

   The Committee's Transport Policy Development Working Group carried out a review of the Local Transport and Connectivity Plan and set out their recommendations in a report to the Committee on 15 June 2022. Annex 1 sets out these recommendations and the Cabinet's response.

   In addition, the Committee discussion about the LTCP on 15 June 2022 generated a number of observations which the Committee resolved to report to Cabinet. Annex 2 sets out these observations and the Cabinet's response accordingly

   Finally, at its meeting on 7 October 2022, the Committee recommended that a review be undertaken of the relationship between parking availability and private car use. The result of that review was reported to the Cabinet on 18 October 2022 and is provided here in Annex 3.

   The Committee is RECOMMENDED to note the Cabinet's responses to their recommendations and observations and, where stated, to agree to return to specific issues in the future through the forward plan.

6. Central Oxfordshire Travel Plan (Pages 35 - 248)

Report by the Corporate Director of Environment and Place

This report provides the Place Overview and Scrutiny Committee with information about the Central Oxfordshire Travel Plan (COTP) prior to it being submitted to Cabinet on the 29 November 2022.

The COTP sits within 'part 2' of the local transport plan process. Along with other plans for certain area and specific corridors, the COTP sets out how policies within Part 1 of the LTCP will be applied across specific geographic areas, in this case the central Oxfordshire area.

Part 1 of the local transport plan (the Local Transport and Connectivity Plan) was considered by the Place Overview and Scrutiny Committee in June 2022, prior to adoption at full council in July 2022.

Analysis of the public consultation on the COTP (undertaken between August and October 2022) identifies a number of amendments to the COTP.

Place Overview and Scrutiny Committee is therefore asked to provide any comments on the proposed revisions to COTP prior to its consideration by Cabinet.

7. Traffic Filters (Pages 249 - 306)

Report by the Corporate Director for Environment and Place

Oxfordshire County Council wants to reduce unnecessary journeys by private vehicles., This will help deliver an affordable, sustainable and inclusive transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

Traffic filters are an important tool to achieve this in Oxford and have been part of Oxford's transport strategy since 2015, including the recently adopted Local Transport and Connectivity Plan. They were subject to public consultation in 2019.

This Report summarises the key findings of the consultation and the proposed changes to its plans for Travel Filters going forwards

The Committee is RECOMMENDED to:

a) **Review the emerging summary of the public consultation and scheme impact assessments for the proposed trial traffic filters in Oxford; and**

b) **Review and comment on the proposed changes to be made to the scheme in light of the public consultation (Annex 4).**

8. **Review of the Local Transport Plan 4** (Pages 307 - 360)

Report by the Corporate Director for Environment and Place

This report provides the Place Overview and Scrutiny Committee with information about the findings of the review of the Local Transport Plan 4. This was produced in response to the recommendation made by the Committee at the 15 June meeting. The LTP4 review report can be found in Annex 1.

The Place Overview and Scrutiny Committee is RECOMMENDED to

1) Consider the findings of the review of the Local Transport Plan 4; and

2) Make any recommendations for the LTCP it feels appropriate based on the lessons learned from the review.

9. **Cabinet response to the recommendations of the Carbon Reduction Targets working group** (Pages 361 - 368)

The Committee is RECOMMENDED to note the Cabinet's responses to their recommendations and, where stated, to agree to return to specific issues in the future through the forward plan.

10. **The Council Forward Plan and the Committee work programme** (Pages 369 - 382)

The Committee are asked to review the work programme, focussing on the items for the next meeting and confirm main agenda items.

Declarations of Interest

The duty to declare…..
Under the Localism Act 2011 it is a criminal offence to
(a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
(b) provide false or misleading information on registration, or
(c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

Whose Interests must be included?
The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**
- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?.
The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *"You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself"* or *"You must not place yourself in situations where your honesty and integrity may be questioned….."*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

List of Disclosable Pecuniary Interests:
Employment (includes*"any employment, office, trade, profession or vocation carried on for profit or gain"*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members' conduct guidelines.
http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/ or email
democracy@oxfordshire.gov.uk for a hard copy of the document.

OXFORDSHIRE PLACE OVERVIEW & SCRUTINY COMMITTEE

MINUTES of the meeting held on Wednesday, 15 June 2022 commencing at 10.00 am and finishing at 12.45 pm

Present:

Councillor Kieron Mallon – in the Chair

Councillors:

Charlie Hicks	Arash Fatemian	Neil Fawcett
Sally Povolotsky	Alison Rooke	Ted Fenton
Judy Roberts	Susanna Pressel	

The Council considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.

1/22 ELECTION OF CHAIR FOR THE 2022-23 COUNCIL YEAR
(Agenda Item 1)

The Head of Governance (Committee Services) invited the Committee to elect the Chair and the Deputy Chair for the 2022/23 Council Year.

On a motion from Cllr Arash Fatemian, seconded by Cllr Ted Fenton it was unanimously AGREED that Cllr Kieron Mallon be elected as the Chair for 2022/23 Council Year.

2/22 ELECTION OF DEPUTY CHAIR FOR THE 2022/23 COUNCIL YEAR
(Agenda Item 2)

On a motion from Cllr Sally Povolotsky, seconded by Cllr Alison Rooke it was unanimously AGREED that Cllr Charlie Hicks be elected as the Deputy Chair for 2022/23 Council Year.

The Chair welcomed everyone to the meeting and invited present Councillors and officers to introduce themselves.

3/22 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS
(Agenda Item 3)

The following Committee Members had sent their apologies:

Cllr Dan Levy – substituted by Cllr Alison Rooke
Cllr Jane Murphy – substituted by Cllr Arash Fatemian
Cllr Brad Baines – substituted by Cllr Susanna Pressel

Cllr Yvonne Constance – substituted by Cllr Ted Fenton
Cllr Richard Webber – substituted by Cllr Neil Fawcett

4/22 DECLARATION OF INTERESTS - SEE GUIDANCE NOTE ON THE BACK PAGE
(Agenda Item 4)

There were none.

5/22 MINUTES
(Agenda Item 5)

RESOLVED that the minutes of the meeting held on 6th April 2022 be confirmed as a correct record and signed by the Chair.

In relation to minute 10/22, second recommendation - Members of the Committee requested from the relevant Scrutiny Officer to provide a list of questions asked to, and answers received from the Commissioner and Chief Constable.

Ben Awkal, Interim Scrutiny Officer informed the Committee that a letter to the Police and Crime Commissioner, with issues raised at the last Committee meeting, had been drafted and was ready to be mailed.

6/22 PETITIONS AND PUBLIC ADDRESS
(Agenda Item 6)

There were none.

7/22 DEVELOPING THE OVERVIEW AND SCRUTINY FUNCTION
(Agenda Item 7)

The Chair informed the meeting that there was no report on this matter as Scrutiny Team had been drafting a number of protocols to formalise expectations of different stakeholders in relation to key elements of Scrutiny such as the Scrutiny/Executive relationship, the establishment and practices of working groups, and the call-in procedure.

Ben Awkal added that protocols would be shared with Scrutiny Members before being submitted to Full Council for approval.

It was RESOLVED that Members of the Committee would receive draft protocols from Scrutiny Officer for their comment.

8/22 ACTION AND RECOMMENDATION TRACKER
(Agenda Item 8)

The Chair invited Ben Awkal to take the meeting through Action and Recommendation Tracker purpose.

Ben Awkal explained that the Action and Recommendation Tracker would enable the Committee to monitor progress against agreed actions and recommendations. The Tracker would be updated with the actions and recommendations agreed at each meeting and monitor its implementation.

Members of the Committee suggested a creation of a diagram outlining the process of submitting Scrutiny recommendations to the Cabinet, and what would happen with the Cabinet response back to the Scrutiny.

It was RESOLVED to note the Action and Recommendation Tracker as a monitor of formally agreed actions and recommendation by the Committee.

9/22   DRAFT WORK PROGRAMME AND CABINET FORWARD PLAN
(Agenda Item 9)

The Chair introduced the agenda item by saying that this was quite challenging draft work programme developed by officers. The Chair may wish to convene a meeting with relevant Cabinet
Members, the Committee and senior officers to develop it further.

The following points were raised during the debate:

- Members of the Committee agreed with the high workload set in the draft work programme and suggested that planned and disciplined approach would be key for the work planning process.
- Some Members of the Committee felt that Flooding in Oxfordshire, Waste Disposable Strategy and LTCP 5 should be going through Committee working groups in advance of the next meeting of the Committee (November 2022) and in alignment with the Cabinet Forward Plan items.

It was RESOLVED to:

1.   Note the Committee's draft work programme for the municipal year 2022/23;

2.   Note that the work programme is a document that is subject to change and Members can add, subtract and defer items as necessary;

3.   Agree to undertake further engagement with portfolio holders and senior officers to continue to develop the draft work programme ahead of the next meeting of the Committee; and

4.   Agree to consider the work programme at each meeting of the Committee over the course of the municipal year alongside the Council's Forward Plan.

10/22 OXFORDSHIRE FIRE AND RESCUE SERVICE COMMUNITY RISK MANAGEMENT PLAN
(Agenda Item 10)

The Chair informed the Committee that Rob McDougal (Chief Fire Officer) had been invited to this meeting to answer any questions from Members. Rob McDougal did not come to this meeting so any questions from the Committee would be forwarded for written response.

Members of the Committee expressed their disappointment that neither the relevant Cabinet Member nor Chief Fire Officer were present at this meeting to answer questions and participate in the debate.

The following points were raised during the debate:

- The Committee asked if the Unions had been communicated, and what was their response, on the retention and recruitment of On Call duty system (page 61 of the report – Our Response, first para).
- The Committee welcomed that the resources would be diverted towards delivering prevention services.
- The Committee, taking into consideration 5 years since the Grenfell Tower fire, asked what the situation regarding planning high rise buildings in Oxfordshire was.
- The Committee also asked what funding had been allocated towards climate emergency action.

It was RESOLVED to accept the CRMP 2022-26 for public release and to send Committee questions to Chief Fire Officer for written answers.

11/22 REPORT OF THE CARBON REDUCTION TARGETS WORKING GROUP
(Agenda Item 11)

The Chair welcomed Cllr Pete Sudbury (Cabinet Member for Climate Change Delivery and Environment) and Sarah Gilbert (Climate Action Team Leader) for this part of the meeting, and invited Cllr Sally Povolotsky to introduce the report.

The following points were raised during the debate:

- The Council's carbon emissions defined in the report were those generated by its buildings and operations, and had excluded the emissions of maintained schools, which were operationally independent of the Council and not included in its net zero by 2030 commitment.
- The ACES programme would provide schools with different levels of support appropriate to their needs and levels of progress towards carbon reduction. Such support would range from workshops for governors and senior leaders to in-depth assessments of energy-saving opportunities for individual schools. Advice and guidance would be available to school staff and resources would be available to engage pupils on climate action

and energy issues. Also, there was a fund to provide boiler insulation to at least ten schools per year.

- The Committee welcomed partnership working with other agencies and groups across the county and agreed to forward the following recommendations to the Cabinet for adoption:
  - o The Council continue to work to understand and quantify its emissions, particularly supply chain emissions.
  - o The Council continue to provide leadership through its focus on reducing its own carbon emissions, develop a route map to a zero-carbon Oxfordshire and engage other organisations and the public in respect of why they should, and how they can, reduce their emissions, including by sharing the learning generated by the Council's decarbonisation initiatives.
  - o The Council continue to educate staff and service providers on the importance of carbon and emissions accountability and seek improvements and feedback to improve, accelerate and engage staff wherever possible.
  - o The Council closely monitor the financial saving generated by initiatives which reduce energy use and carbon emissions; and such financial savings be reinvested in further such initiatives.
  - o The Council report publicly on its carbon emissions and progress against its carbon targets at least quarterly so that the public can hold decision-makers to account.
  - o The carbon emissions of maintained schools and the Council's supply chain be included in the dashboard once reliable data are available.
  - o The Council continue to drive reductions in the carbon emissions of maintained schools and academies in Oxfordshire.

It was RESOLVED to:

1) **Adopt the report of the Carbon Reduction Targets Working Group;**
2) **Refer the recommendations of the Carbon Reduction Targets Working Group to the Cabinet.**
3) **Establish a working group, comprised of the same Members as the Carbon Reduction Targets Working Group and others to be agreed via email, to review decarbonisation in Oxfordshire, with terms of reference including funding and prioritisation, schools, a route-map to a zero-carbon county, the council's leadership and engagement with external parties, waste management, and other matters within the Committee's work programme or remit.**

12/22   LOCAL TRANSPORT AND CONNECTIVITY PLAN
(Agenda Item 12)

The Chair invited John Disley (Head of Transport Policy) to introduce the report. John Disley took the Committee thought the background information about the Local Transport and Connectivity Plan (LTCP) Cabinet report.

The Chair invited the Committee to provide any comments on LTCP report and supporting documents prior to their consideration by the Cabinet.

The Committee made the following observations to be forwarded to the Cabinet:

- The LTCP contained insufficient evidence and explanation of the capability of its policies to deliver its commendable vision and headline targets.

- The LTCP did not address the fact that existing local plans in Oxfordshire were collectively likely to increase demand for travel, contrary to the LTCP's aim of reducing travel.

- Local transport plans had previously been only partially implemented. The LTCP contained insufficient analysis of the delivery and impact of previous local transport plans, which were in many ways similar to the LTCP, and lacked a clear methodology by which the LTCP's implementation and impact were to be evaluated.

- There has been a lack of consistency between the content of previous local transport plans and the highways asset management strategy and network management strategy. It was questioned whether those strategies would reflect the LTCP when remade in September 2022, as they should.

- There was an apparent disconnect between the LTCP and reality. For instance, a Committee Member who was the director of a stakeholder organisation referenced as working with the Council in relation to transport, was unaware of that work.

- There was a disconnect between national policy, Oxfordshire County Council policy and between the latter and the policy of lower-tier authorities in Oxfordshire. It was unclear how the LTCP would integrate in wider decision-making in respect of where people live and work.

It was RESOLVED –
1. **to forward above comments to the Cabinet for their consideration before approval of the report;**
2. **The Head of Transport Policy to inform the Committee what proportion or number of officers who had worked on LTCP had also worked on LTPs 3 and 4; and**
3. **The Cabinet Member for Travel and Development Strategy report to the November 2022 meeting of the Place Overview & Scrutiny Committee on the implementation and outcomes of the LTP 4 and lessons learnt and policy links between LTP 4 and LTCP.**

13/22 REPORT OF THE TRANSPORT WORKING GROUP
(Agenda Item 13)

The Chair invited Cllr Charlie Hicks to introduce the report and the recommendations of the Transport Working Group.

The following points were made:

- The Committee welcomed the report and thanked the Transport Working Group led by Cllr Charlie Hicks for the work undertaken.
- The Committee agreed with the recommendations, and rationale for each recommendation, which would be presented to the Cabinet on 21st June 2022.
- Scrutiny Officers informed the Committee that the Cabinet was required to provide a response two months from the date of receiving the recommendations. As there was no meeting of the Cabinet in August, the Committee asked for response to be provided at the next (July) meeting of the Cabinet.

It was RESOLVED to:

1) **Adopt the report of the Transport Policy Development Working Group;**
2) **Refer recommendations 1 to 16 and 18 to 28 of the Transport Policy Development Working Group to Cabinet; and**
3) **Agree with recommendation 17 of the Transport Policy Development Working Group for the Place Overview & Scrutiny Committee to seek briefings on how the freight industry operates and manages safety in relation to other road users.**

14/22 NATIONAL BUS STRATEGY - DRAFT ENHANCED PARTNERSHIP
(Agenda Item 14)

The Chair invited Bill Cotton (Corporate Director for Environment and Place) and John Disley to introduce the report.

Bill Cotton and John Disley took the meeting through the report by saying that the purpose of this report was to set out the proposals for the Oxfordshire Bus Enhanced Partnership (EP), reflecting the Council's indicative Bus Service Improvement Plan (BSIP) funding allocation and the schemes / measures which this was proposed to fund. The draft Partnership document would then be submitted to the Department for Transport (no later than the end of June) and consulted upon, initially with bus operators, with any changes required included in the Final version, due to be submitted later in 2022.

The following points were raised during the debate:

- The Committee welcomed the report and congratulated the officers on the work done so far. Some Members of the Committee felt that there was a need for Bus Commissioner/Champion within the Council.

- Some Members of the Committee felt that frequency of buses and (in rural areas) coverage could be improved. For some other bus routes 3-to-4-mile journey would last over 30 minutes due to buses stopping at every bus stop in rural areas.
- The Committee felt that stronger focus should be on the governance of the new Enhanced Partnership Board by expressing their concern that there were no Council Members or representatives of the minor bus operators or volunteer services on that Board. The Committee wanted to know rationale for selection of the governance model of the Board as presented in Annex 2 of the report.
- The Committee suggested a fully integrated ticketing system, like it existed in other parts of the country. One of the benefits of an integrated ticketing system was all tickets would be visible on a single platform which would contribute to easier and hassle-free journeys. Having an integrated ticketing system used to be primarily for convenience, but now it had become a necessity.
- The Committee questioned powers of the Enhanced Partnership in terms of changing bus routes, and how much that would be still in hands of private operators. The Committee highlighted the benefits of 'dial-a-ride' services – under Bus Back Better, local authorities were encouraged to establish such services.
- The Committee questioned of the balance of obligations between the Council and bus operators under the draft Plan, considering the Council's to be significantly greater than operators'.
- The Committee question if allocated funding would be sufficient for the whole programme, and where would additional funding be acquired from, if needed.
- It was suggested bus rapid transport be considered.
- The Committee asked the Cabinet to ensure that the main Board has equally balanced local authority and bus operator representation, representation from each District and City Council, and smaller bus operators. The Committee was aware that involvement of partner organisations was not limited by formal Board membership, and that would be opportunities for partners to be involved in the EP working groups; however, the Committee felt that consideration should be given to formal partners' attendance at EP Board meetings.

It was RESOLVED that all comments and questions by the Committee be taken on board by officers and the Cabinet.

.... in the Chair

Date of signing   ....

OXFORDSHIRE PLACE OVERVIEW & SCRUTINY COMMITTEE

MINUTES of the meeting held on Friday, 7 October 2022 commencing at 4.00 pm and finishing at 5.45pm

Present:

Councillor Kieron Mallon – in the Chair

Councillors:

Charlie Hicks	Judy Roberts	Freddie van Mierlo
Brad Baines	Richard Webber	
Ted Fenton	Roz Smith	

The Council considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.

15/22 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS
(Agenda Item 1)

Apologies were received from Councillor Sally Povolotsky.

Councillor Roz Smith substituted for Councillor Povolotsky

16/22 PARKING STANDARDS FOR NEW DEVELOPMENTS
(Agenda Item 4)

Councillor Ian Middleton addressed the Committee, stating that in his division, houses and bungalows were often redeveloped into apartment blocks. Owing to the small footprints of such properties, which were often used as short-stay accommodation, limited onsite parking was provided, leading to residents parking indiscriminately on the highway and grass verges. Cllr Middleton supported the principle of reducing car parking; however, he advocated a holistic approach which addressed the risk of indiscriminate, displaced parking. The Cabinet Member for Travel and Development Strategy explained that the proposed Standards would inform the development of local plans and guidance and responses by the council to planning applications.

The Chair noted that Thames Valley Police preferred on-road parking, as parking courts could become sites of antisocial behaviour.

The Cabinet Member for Travel and Development strategy introduced the report, explaining that the council's Local Transport and Connectivity Plan (LTCP) addressed modal shift from car journeys but not car ownership; it

sought to improve the convenience, and thus levels, of active travel and public transport while recognising that there would remain journeys for which cars would be most appropriate. The LTCP aimed to deliver a net-zero transport network by 2040 and a carbon positive network by 2050, to enfranchise those who do not own cars, and alleviate road congestion.

In September 2022, the Cabinet had approved 'Decide & Provide' under which transport planning and provision would be based on LTCP mode share targets, rather than historic trends. That, along with forthcoming workplace parking levies, would reduce the demand for parking spaces. The Standards would align development with transport trends and aspirations.

The Cabinet Member recognised that in different parts of the county and for different types of development, different levels of car use and thus parking would be necessary.

The Standards would be regularly reviewed and updated.

The Cabinet Member for Highway Management added that the adoption of the standards had been deferred as Cabinet wanted more clarity on figures relating to vehicle numbers associated with development growth.

The Chair noted that transport and housing planning had historically assumed that people lived close to work, but that was decreasingly common. Oxfordshire was the most rural county in South East England, containing a city and market towns with large conurbations, and rural hinterlands which crossed administrative boundaries. Residents would continue to need private vehicles and places to park them. Public transport services for new developments were often dependent on section 106 (Town and Country Planning Act 1990) contributions, which often ceased after three years, pushing people back into private vehicles. He identified the relationship between parking availability and car usage and the National Planning Policy requirement of clear and compelling justification for maximum parking Standards as issues for the Committee to consider.

The Cabinet Member for Travel and Development Strategy stated that parking availability at destinations was more relevant to journey mode than availability at journey source. The Cabinet Member's view based on experience across Oxfordshire was that parking availability at people's homes would have little initial impact on journey mode. The Deputy Chair referenced a European Union report which indicated that residential parking availability influenced car usage.

Benchmarking showed that the levels of parking permitted by the council's existing Standards was lower than that of other councils in the South East. There was not reliable empirical evidence that reduced residential parking influenced car journey rates; however, there was for commercial parking. In urban areas in the Netherlands, less than one

parking space was the norm – a Committee member clarified that was one space per dwelling. There were significant risks associated with reducing parking without enabling modal change.

The Cabinet Member for Highway Management highlighted that the proposed Standards required a sufficient level of parking (up to the maxima) for developments which utilise and encourage sustainable and active travel. The Standards should be read in conjunction with other policies, such as the council's Street Design Guide, and allowed for car free developments supported by controlled parking zones and that met key criteria set out in the Standards. In his view, it was common sense that the availability of sustainable travel alternatives and the availability of parking would influence mode shares.

Cllr Smith left the meeting at 4.35 pm.

Witnesses were unable to provide the number of car journeys that were likely to be removed by the proposed Standards.

The approach was not a zonal one but one of providing guidance to inform local plans and the council's responses to individual applications as a statutory planning consultee. While the Standards differentiated between more- and less-urban/rural areas, specific geographical locations outside the city had not been identified for car-free-development. The Cabinet Member for Travel and Development Strategy suggested that, in addition to within the city, sites outside of the city and adjacent to multi-modal transport hubs could be suitable for car-free development.

A Member asked whether the edge-of-city sites referenced in the papers were areas designated to meet the unmet housing needs of the city in district council local plans, as they considered they should.

A Member highlighted that the Standards would not reduce the parking available at existing properties, which would remain available to those with greater parking needs.

Parking for student accommodation would be considered on a case-by-case basis; however, it was assumed that students accommodation would not include parking other than for blue badge holders and operational requirements. All developments would need to be Disability Discrimination Act 1995.

The council's responses to planning applications were described as highly influential. The case for, and expected impact of, the proposed Standards needed to be better evidenced. The Growth Manager – South and Vale stated that without baseline monitoring data, it was difficult to evaluate the empirical trip-rate reduction that the level of parking permitted for a development would provide. The LTCP monitoring exercise would provide the necessary data.

Developers and the residents of new developments were key stakeholders. There were areas of the county which did not function well and were unpleasant to live in due to ill-advised development. There was an issue of development viability if parking was over-restricted.

It was highlighted that the two latter categories of dwelling in Table 4(b) overlapped.

The new Standards would become active when agreed by Cabinet; plans had been prepared to distribute it internally and externally.

It was suggested that the levels of cycle parking required for developments were unclear and potentially insufficient.

Car clubs were suggested for student accommodation.

The Infrastructure Strategy Team Leader left the meeting at 5.15 pm.

Cllr Baines left the meeting at 5.23 pm.

The Committee **RESOLVED** that –
1. The Committee's recommendations be circulated to the Cabinet Member for Travel and Development Strategy and the Corporate Director – Environment and Place as soon as practicable so that they may inform, and be referred to in, the Parking Standards for New Developments when brought to the Cabinet.

The Committee **AGREED** the following recommendations:

1. Officers review the evidence available on the relationship between both residential and non-residential parking availability and private car use and report to the Cabinet and Place Overview & Scrutiny Committee.

2. Table 4(b) of the Parking Standards for New Developments be revised to clarify the maximum levels of parking permitted for dwellings with four bedrooms.

3. The Committee endorses the differentiation of the city, towns and rural areas in the Parking Standards for New Developments. However, those areas should be more clearly defined.

4. Officers use what data is available to produce a best estimate of current private car trip rates in Oxfordshire and use that estimate to produce numerical values for the LTCP headline targets regarding private car journeys – this should accompany the Parking Standards for New Developments report to Cabinet; and use those estimates to review, and if necessary revise, the maximum levels of parking

proposed in the Parking Standards for New Developments, applying the Decide & Provide approach.

5. Parking must be planned with regard to public safety implications.

6. The Parking Standards for New Developments be reviewed at an appropriate time sooner than 12 months post adoption if practicable.

7. The levels of cycle parking required under the Parking Standards for New Developments must align with the LTCP ambitions for the future mode share for cycling.

.... in the Chair

Date of signing   ....

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OXFORDSHIRE
COUNTY COUNCIL

Cabinet response to Overview & Scrutiny Recommendation/s[1]

Issue: Report and Recommendations of the Transport Policy Development Working Group

Lead Cabinet Member(s): Cllr Duncan Enright and Cllr Andrew Gant

Date recommendation/report published: 15 June 2022

Response to report:
Cabinet welcomes the conclusions and recommendations from the Transport Policy Development Working Group, and thanks the group for conducting this important work on a range of key topics related to transport policy. This report comes at a critical point before adoption of the councils Local Transport and Connectivity Plan (LTCP). The recommendations were reviewed prior to the LTCPs consideration at council on 12th July 2022 so that any changes required to the LTCP or supporting strategies could be made prior to consideration by council.

Cabinet believes that overall, the LTCP aligns strongly with the findings and recommendations from the working group. Many of the recommendations made by the Working Group are incorporated into the LTCP policy approach and are steps to deliver the LTCP policies following their adoption. However, it should be noted that delivery of the recommendations will have budget and resource implications. Work will be needed to consider what resource is available and the available budget, which may mean other work needs to be deprioritised. The recommendations will also be used to inform future work on transport policy. The full response to the Working Groups recommendations can be found below.

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[1] Under section 9FE of the Local Government Act 2000, Overview and Scrutiny Committees must require the Cabinet or local authority to respond to a report or recommendations made thereto by an Overview and Scrutiny Committee. Such a response must be provided within two months from the date on which it is requested and, if the report or recommendations in questions were published, the response also must be so.

This proforma provides a structure which respondents are encouraged to use. However, respondents are welcome to depart from the suggested structure provided the same information is included in a response. The usual way to publish a response is to include it in the agenda of a meeting of the body to which the report or recommendations were addressed.

OXFORDSHIRE COUNTY COUNCIL

Response to the working group's recommendations:

Recommendation	Accepted, rejected or partial	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
1. Active travel and public transport teams be resourced and prioritised within the organisation to a level that reflects the LTCP transport hierarchy; and transport teams work in collaborated manner which reflects the LTCP ambition for an integrated transport network.	Accepted	**Timescale – Phase 2 Environment and Place Transformation**: Adoption of the LTCP presents an opportunity to ensure that all transport teams work in a collaborated way towards delivery of the LTCP ambitions and the balance of activity and time reflects these priorities. Adoption of the LTCP is being supported by internal work to ensure there is awareness of the document and a collaborated approach. There is a need to consider which teams this refers to, including where teams need strengthening and the available budget, which may mean other work needs to be deprioritised. Therefore, timescales will need to be aligned with phase 2 of the Environment and Place directorate Transformation.
2. The council accord greater importance to the requirements of local transport routes pertaining to active travel, particularly applying Local Transport Note 1/20, and make them central to relevant applications for future funding.	Accepted	**Timescale – July 2022 onwards**: Future funding applications will need to align with the LTCP principles, making walking, cycling and public transport central considerations. Requirements related to active travel will be improved through adoption of the LTCP, Active Travel Strategy and publication of Oxfordshire walking and cycling design standards which will incorporate LTN 1/20 (to be published later in 2022).
3. The council ensure that its responses as a transport consultee to planning applications from local planning authorities include consideration of proposals from the perspective of improving and enabling active travel, including adherence to Local Transport Note 1/20, rather than simply the marginal effect on motor transport.	Accepted	**Timescale – July 2022 onwards**: Moving forward responses to planning applications will reflect the LTP policies and principles which promote active travel and public transport. This will be supported by publication of Oxfordshire walking and cycling design standards and LTCP policy 36 which requires transport assessments accompanying planning applications for new development to follow the County Council's 'Implementing 'Decide & Provide': Requirements for Transport Assessments' document.

Recommendation	Accepted, rejected or partial	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
4. The county council work more closely with the city and the district councils to deliver 20-minute neighbourhoods so that walking and cycling is the natural first choice.	Accepted	LTCP policy 13 outlines that OCC will work with our District and City Councils to support application of the 20-minute neighbourhood model. Officers are working closely with the city and district councils to ensure the LTCP principles are reflected in the Oxfordshire Plan 2050.

LTCP policy 36 requires transport assessments accompanying planning applications for new development to follow the County Council's 'Implementing 'Decide & Provide': Requirements for Transport Assessments' document. This document includes accessibility metrics for 20-minute neighbourhoods to ensure an assessment: of 20-minute neighbourhood principles is undertaken.
Timescale – July 2022 onwards |
| 5. The council review the Local Authority Active Travel Toolkit and adopt relevant elements of it within the Active Travel Strategy. | Accepted | **Timescale – July 2022**: Relevant parts have been adopted in the ATS or will be adopted via the future walking and cycling design standards work. |
| 6. The council make adequate provision in its revenue budget for the maintenance required for active travel infrastructure to remain relevant and in line with best practice. | Accepted | Following adoption of the LTCP there will be some review and realignment of funding to support delivery of the LTCP. The Highways Asset Management Strategy will be updated later in 2022 setting out an updated approach to asset management. **Timescale – Autumn/winter 2022** |
| 7. Cabinet Members and relevant officers, before making decisions or bid submissions on active transport infrastructure projects, personally acquaint themselves with what it is like to travel on the route in question. | Partially accepted | It is proposed that this will be included in the update of the walking and cycling design standards. It is suggested that due to cabinet member and officer time and resources, that decisions to visit sites are taken on a case by case basis. It is therefore proposed that the action is amended:
"On a case-by-case basis, Cabinet Members and relevant officers personally acquaint themselves with what it is like to travel on the |

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Recommendation	Accepted, rejected or partial	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
		route in question, before making decisions or bid submissions on active transport infrastructure projects."[2] **Timescale – Autumn 2022**:
8. That Cabinet Members and senior officer development of first-hand awareness of active travel impacts be adopted as a stage of project delivery, and the ongoing impacts on outcomes of taking this step are monitored.	**Partially accepted**	Including cabinet member and senior officer first-hand experience in the walking and cycling design standards will mean this is included as a stage of project delivery. As noted above, it is suggested that due to cabinet member and officer time and resources, that visits to projects are taken on a case by case basis. It is therefore proposed that the action is amended: "On a case-by-case basis, Cabinet Members and relevant officer development of first-hand awareness of active travel impacts is adopted as a stage of project delivery, and the ongoing impacts on outcomes of taking this step are monitored."[3] **Timescale – Autumn 2022**:
9. The County Council assumes responsibility for running Oxford City Council's Inclusive Transport and Movement Focus group and provide adequate resource for that purpose, with a view to enabling and embedding its input on policy and scheme design and review across the county	**Rejected**	At this stage the recommendation is rejected due to the groups focus on Oxford city and the need for these principles and approaches to be adopted on a countywide scale. Therefore, officers will investigate what would be the most appropriate way to adopt these principles on a countywide scale. [4]
10. That relevant Cabinet Members immediately begin regularly attending meetings of the Inclusive Transport and Movement Focus Group.	**Partially accepted**	The cabinet members will be invited to future meetings of the Inclusive Transport and Movement Focus Group and attend subject to their availability. It is therefore proposed that the action is amended: "That relevant Cabinet Members are invited to and attend meetings of the Inclusive Transport and Movement Focus Group, subject to their availability."

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[2] Change Noted

[3] As for Recommendation 7

[4] Whilst rejected at the current time, the Committee will wish to review this in due course

Recommendation	Accepted, rejected or partial	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
		Timescale – Autumn/winter 2022:
11. Alongside the LTCP, the council publish a summary of the elements of the LTCP intended to address the needs of disabled residents.	**Accepted**	A separate summary document will be produced following adoption of the LTCP. **Timescale – Autumn/winter 2022**:
12. The council ensure that within the transport service area there is specialist knowledge of best practice in respect of inclusive transport, including potentially through the hiring of dedicated officers.	**Accepted**	Work to improve knowledge of best practice will be conducted within the Environment and Place directorate. This will be supported by LTCP policies on the Healthy Streets Approach (policy 8) and Health Impact Assessment (policy 9). **Timescale – July 2022 onwards**:
13. To improve public transport connectivity, the council advocate for the construction of new train stations on existing lines and seek funding from non-public sources which stand to benefit from such improved connectivity, such as through land value capture.	**Accepted**	Further detail about our approach and proposed priorities for investment will be identified in the LTCP part 2 rail strategy. **Timescale – Autumn/winter 2022**:
14. The council work with partners to audit and map all weight-restricted areas and enforcement measures and ensure that weight restricted areas are adequately signposted and thus enforceable; and then make the locations of weight restrictions readily available to industry and stakeholders. After having done so, the council work with communities to introduce area-based environmental weight restrictions, other enforceable interventions, and appropriate HGV routes which protect areas adversely impacted by HGVs; and work with partners to robustly enforce restrictions.	**Accepted**	There is ongoing work to audit and map existing weight restrictions and add these to the HGV route map so that they are readily available to industry and stakeholders. As outlined in action 10 of the Freight and Logistics Strategy, area based weight restrictions will be developed and delivered across the county following the process outlined in the strategy. Actions 12-15 of the Freight and Logistics Strategy outline proposals to improve the enforcement of weight restrictions. Action 12 around using powers under Traffic Management Act Part 6 will be central to this. However, it should be noted that owing to the time involved for enforcement and the sheer quantity of HGV traffic on the road, 'robust enforcement' is challenging and breaches of weight restrictions are difficult to reduce. **Timescale – Ongoing**:

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Recommendation	Accepted, rejected or partial	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
15. The LTCP freight and logistics strategy explore and promote the introduction of consolidation centres to enable last-mile deliveries to be undertaken using fewer road vehicles and low-carbon alternatives	**Partially accepted**	Actions 31 and 32 in the Freight and Logistics Strategy outline that work to explore freight consolidation centres for last-mile delivery will be conducted, beginning with a feasibility study. It is necessary to conduct studies to understand feasibility before promoting or introducing new solutions. It is therefore proposed that the action is amended: "The LTCP freight and logistics strategy explore and, if feasible and affordable, promote the introduction of consolidation centres to enable last-mile deliveries to be undertaken using fewer road vehicles and low-carbon alternatives" [5] **Timescale – July 2022 onwards**:
16. The council approach the restriction of HGV through-traffic to strategic roads through area-based strategies which reflect the needs and concerns of communities and align with a county-wide freight and logistics strategy. There is pressing need for an area strategy in the Windrush Valley area following the findings and removal of the experimental weight restriction at Burford.	**Partially accepted**	Area based weight restrictions will be developed and, subject to funding and approvals being secured, delivered across the county following adoption of the Freight and Logistics Strategy to manage HGV through traffic. It is noted that this work will be evidence based to identify 'appropriate' routes for HGVs, the most suitable areas for restrictions, priority areas for action and delivery phasing. It is therefore proposed that the action is amended: "The council approach the restriction of HGV through-traffic to appropriate roads through area-based strategies which are evidence based, reflect the needs and concerns of communities and align with a county-wide freight and logistics strategy." [6] **Timescale – July 2022 onwards**:
17. The council review its transport modelling practices and provide a response to the evidence collected by the Transport Working Group, including in respect of additional car journeys induced by the creation of additional road capacity, and its challenge: that	**Accepted**	LTCP policy 45 outlines that a new approach to modelling will be undertaken upon adoption of the LTCP, utilising 'decide and provide' rather than 'predict and provide'. In order to support the application of this to new developments the "Implementing 'Decide & Provide': Requirements for Transport Assessments" document

[5] Noted

[6] Noted

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Recommendation	Accepted, rejected or partial	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
modelling inputs and assumptions which better reflect current travel patterns and the LTCP's transport targets should be used to inform policy and funding bids.		has been produced that all new developments will be required to follow. **Timescale – July 2022 onwards**:
18. The council do more – including establishing focus groups in relation to geographic areas and journey demand types – to understand which (particularly single-occupancy) car journeys are avoidable and the alternatives which are viable for residents, to help develop focused policies that successfully enable modal shift.	**Partially accepted**	Development of focused transport policies and interventions in relation to geographic areas will be conducted through the LTCP 'part 2' area transport strategies. Gaining greater understanding of car journeys will be an important part of area transport strategy development. It is considered that establishing focus groups may not be the most suitable method for gaining this understanding. It is therefore proposed that the action is amended: "The council do more to understand which (particularly single-occupancy) car journeys are avoidable and the alternatives which are viable for residents, to help develop focused policies that successfully enable modal shift." [7] **Timescale – Ongoing**:
19. Both within the transport service and at organisation level, the council review its relationship with data collection and usage to ensure that policy and decision-making are underpinned by robust and reliable evidence, have achievable outcomes, can be evaluated, and that lessons are learnt from projects to enable continual improvement.	**Accepted**	The LTCP recognises there is a need to improve data and monitoring. LTCP policies 44 and 46 reflect this and set out proposals that will support this recommendation. **Timescale – July 2022 onwards**:
20. The LTCP and associated strategies prioritise achievable initiatives which are expected to deliver the greatest benefits in the shortest periods of time; and work with stakeholders in establishing achievability.	**Accepted**	This will be further considered by the area transport strategies which are responsible for identifying how the LTCP policies are applied in different geographic areas. **Timescale – Ongoing**:

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[7] The Committee may explore this in more detail at a later date

Recommendation	Accepted, rejected or partial	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
21. The priority actions of the LTCP and associated policies and strategies should include: • reducing car-based urban congestion, particularly from single occupancy vehicles, in order to improve bus journey times and thus bus patronage; • initiatives which increase the proportion of journeys undertaken using active travel; • measures to address capacity and congestion, particularly at peak times; • developing multi-modal transport hubs; and • trialling low-carbon freight options for local and last-mile journeys	**Accepted**	This will be further considered by the area transport strategies which are responsible for identifying how the LTCP policies are applied in different geographic areas. **Timescale – Ongoing:**
22. The council should develop an Oxfordshire-wide transport strategy, taking a system-leadership role across Oxfordshire transport, land-use and place-shaping that considers all transport stakeholders, policies, projects and data.	**Rejected**	The LTCP is the council's high level transport plan that brings together all relevant council work, including transport and place-shaping. The LTCP has been developed with stakeholder input and will be used to inform and influence wider work. Officers are working closely with the city and district councils to ensure the LTCP principles are reflected in the Oxfordshire Plan 2050, the Oxfordshire Infrastructure Strategy and future Local Plans which will cover future land-use proposals. [8]
23. The council deliver public and active travel alternatives to car journeys based on reliable evidence of their ability to deliver modal shifts; and interventions to reduce private vehicle journeys be accompanied by such viable,	**Accepted**	The LTCP outlines that the council's priority is to deliver schemes to make walking, cycling, public and shared transport the first choice. Many of the policy tools identified in the LTCP have been included following a review of evidence. Further development of the proposed interventions for geographic areas will be developed

[8] Given the demise of OP2050, a partnership approach is more appropriate

![Oxfordshire County Council logo](Oxfordshire County Council)

Recommendation	Accepted, rejected or partial	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
evidence-based, sustainable, integrated, and inclusive travel alternatives.		through the area strategy work. This will include local data collection and engagement exercises. **Timescale – Ongoing**:
24. The council proactively and comprehensively canvass the views of businesses in respect of its transport policy.	**Accepted**	Businesses are included as key stakeholders during the development of transport policy. The LTCP consultation included a business webinar and targeted emails to businesses and representative groups. Further ways to improve this engagement will be investigated for future work such as the area transport strategies. **Timescale – Ongoing**
25. The council communicate the benefits of modal shifts and the public transport available to residents to nudge them to choose the most appropriate transport modes for their journeys.	**Accepted**	There is ongoing communication of the benefits of modal shift accompanying schemes, this will continue for future schemes and work will be conducted to strengthen this area subject to funding and resource availability. **Timescale – Ongoing**:
26. The council invest in transport-specific communication and engagement support for future projects that aim to achieve modal shift.	**Partially accepted**	The county council has a dedicated communications and engagement team that supports transport schemes as part of the council's strategic transport programmes. This is in addition to wider support provided by the corporate communications, marketing and engagement team. Both teams will continue to support modal shift projects and learn from previous campaigns to improve the support provided. However, for new major modal shift projects, investment in transport specific communications support may be required. It is also considered that this could be combined with recommendation 26. It is therefore proposed that the action is amended: "The council communicate the benefits of modal shift and public transport to residents to nudge them to choose the most appropriate transport modes and invest in transport-specific communication and engagement support for future projects, where needed, that aim to achieve modal shift." [9]

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[9] Noted

Recommendation	Accepted, rejected or partial	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
		Timescale – Ongoing:
27. The council put the need to avoid, shift and improve car journeys and increase active travel and public transport connectivity at the heart of its strategic planning policy; and apply the principle of 20-minute neighbourhoods to its strategic planning policy and place-shaping.	**Accepted**	It is considered that this recommendation is covered by the response to recommendation 4. **Timescale – July 2022 onwards**:

Cabinet response to Overview & Scrutiny Recommendation/s[1]

Issue: Cabinet response to LTCP scrutiny

Lead Cabinet Member(s): Cllr Duncan Enright and Cllr Andrew Gant

Date recommendation/report published: 15 June 2022

Response to report:
On 15 June 2022, the Place Overview & Scrutiny Committee considered the Local Transport and Connectivity Plan (LTCP) (item 12). The Committee resolved to report to the Cabinet its **observations** in respect of the LTCP. The observations and cabinet responses are outlined in this report. **[2]**

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[1] Under section 9FE of the Local Government Act 2000, Overview and Scrutiny Committees must require the Cabinet or local authority to respond to a report or recommendations made thereto by an Overview and Scrutiny Committee. Such a response must be provided within two months from the date on which it is requested and, if the report or recommendations in questions were published, the response also must be so.

This proforma provides a structure which respondents are encouraged to use. However, respondents are welcome to depart from the suggested structure provided the same information is included in a response. The usual way to publish a response is to include it in the agenda of a meeting of the body to which the report or recommendations were addressed

[2] Please Note this report lists the key OBSERVATIONS made by the committee during public scrutiny and were not offered as formal recommendations to Cabinet. As such the responses by Cabinet are informal and the degree of acceptance of the observations is the result of interpretation by officers.

Response to observations:

Observation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
	Transport Policy Development Working Group	
Observation 1: The LTCP contains insufficient evidence and explanation of the capability of its policies to deliver its commendable vision and headline targets.	**Partially accepted**	The policy tools identified in the LTCP have been included following a review of available evidence. There is not yet analysis of exactly how the policies in the LTCP will deliver the headline targets. This further evidence will be developed through our LTCP 'part 2' work, which includes development of area travel plans. This work will create detailed plans for how the policies will be applied and the targets achieved. The LTCP will also be monitored on an annual basis. This will enable understanding of whether the policies are enough to deliver the headline targets or whether changes and additional measures are required. Work is currently ongoing to develop a monitoring tool to assist with this and understand progress made towards the targets. Prior to its adoption, wording to reflect the above points was added to the LTCP headline targets section in response to this observation.
Observation 2: The LTCP does not address the fact that existing local plans in Oxfordshire are collectively likely to increase demand for travel, contrary to the LTCP's aim of reducing travel.	**Rejected**	The levels of future growth associated with existing local plans are identified as a key challenge in the LTCP. Policy measures in the LTCP such as 20-minute neighbourhoods (policy 13), integrated planning (policy 14) digital infrastructure (policy 24) and remote working (policy 26)

| | | have been identified in part due to their ability to address this challenge and reduce travel demand.

Further work to address demand for travel will be developed during the LTCP 'part 2' programme of work. This includes the more detailed Area and Corridor Travel Plans, which will consider in more detail the impacts of local plan proposals and measures to address this.

The 'Decide and Provide' standards and Parking standards, which have now been approved by Cabinet, will help to reduce the demand for travel once implemented. We expect the emerging Local Plans to include policies that require these documents to be implemented by new developments. Existing allocations will also be expected to implement these standards.

There is also ongoing work to develop updated Local Plans. Officers are engaging with the district councils to ensure that there is alignment with the LTCP and measures to reduce the demand for travel are included. This is in line with and will be further strengthened by emerging Local Transport Plan (LTP) guidance from the Department for Transport which will require LTPs and Local Plans to have stronger alignment. |
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| **Observation 3**: Previous local transport plans had previously been only partially implemented. The LTCP contains insufficient analysis of the delivery and impact of previous local transport plans, which are in many ways similar to the LTCP, and lacks a clear methodology by which | **Accepted** | A separate report analysing the implementation of LTP4 will be provided to the Place Overview and Scrutiny Committee at their November meeting. As noted in response to observation 1, the LTCP will be monitored on an annual basis and monitoring reports published. Work is ongoing to establish the monitoring framework and develop a monitoring tool. |

the LTCP's implementation and impact is to be evaluated.		
Observation 4: There has been a lack of consistency between the content of previous local transport plans and the highways asset management strategy and network management strategy. It was questioned whether those strategies will reflect the LTCP when remade in September 2022, as they should.	**Accepted**	Officers are currently working to update the strategies and reflect the LTCP adopted priorities. The committee's feedback on these strategies is welcomed upon their publication later in 2022.
Observation 5: There is an apparent disconnect between the LTCP and reality. For example, a member of the Committee who is the director of a stakeholder organisation referenced as working with the council in relation to transport, was unaware of that work.	**Rejected**	The LTCP has been developed with stakeholder input through the LTCP steering group. This included representatives from public transport operators, walking and cycling groups and large local employers such as the University of Oxford, Oxford Brookes University and UK Atomic Energy Authority. There were a number of webinars conducted as part of the LTCP consultation to capture feedback. This included a transport stakeholder webinar and business webinar. Responses were also received from 92 organisations during the LTCP consultation to further refine the content and ensure the LTCP is realistic. The LTCP living lab policy (policy 42), referenced during the June meeting of the Place Overview & Scrutiny Committee, does not refer to working with any specific stakeholder organisation. It highlights that the county council will continue to support a living lab approach to transport innovation by working in partnership with other organisations and the public.
Observation 6: There is a disconnect between national policy, Oxfordshire County Council	**Partially accepted**	It is recognised that there have been conflicts between national and local policy. As outlined in response to

policy and between the latter and the policy of lower-tier authorities in Oxfordshire. It is unclear how the LTCP is to integrate in wider decision-making in respect of where people live and work.		observation 2, the LTCP recognises the importance of integrating transport and land use planning and includes a number of policies that seek to embed LTCP policies into planning and land-use documents. There is ongoing work with the district councils regarding Local Plan work to deliver this.
Observation 7: The LTCP does not reference or take into account the differences between how men and women tend to travel. For example, women are more likely to 'trip chain'.	**Partially accepted**	Developing an inclusive and safe transport system is central to the LTCP vision. Considering how women travel and providing for women's travel patterns will be a key part of this. Evidence around how women travel and how this influences application of the policies will be further considered through the area travel plans.

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Cabinet response to recommendations re Parking Standards for New Developments

Recommendation	Accepted, rejected, or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
1: Officers review the evidence available on the relationship between both residential and non-residential parking availability and private car use and report to the Cabinet and Place Overview & Scrutiny Committee.		Information to follow and presented at cabinet meeting.
2: Table 4(b) of the Parking Standards for New Developments be revised to clarify the maximum levels of parking permitted for dwellings with four bedrooms.	Accepted	Table 4(b) has been updated in Annex 1, as have Tables 3 and 4(a). Amendments highlighted in yellow text in Parking Standards for New Developments document.
3: The Committee endorses the differentiation of the city, towns, and rural areas in the Parking Standards for New Developments. However, those areas should be more clearly defined.	Accepted	The document has been updated to reflect this recommendation with rural areas identified as villages and hamlets (highlighted in yellow text). Oxford City, Edge of Oxford City (Local Plan) sites and Towns remain as presented. In additional, paragraph 6.2, Edge of City Sites parking standards wording has been amended. The proposed amendment confirms that edge of city sites are required to be car free (subject to meeting the car free criteria), or a reduced Oxford City standard will be accepted, subject to robust justifications. Amendment highlighted in yellow text in paragraph 6.2.
4: Officers use what data is available to produce a best estimate of current private car trip rates in Oxfordshire and use that estimate to produce numerical values for the	Partially accepted	Current position There is not a readily available data source for the quantum of car trips across Oxfordshire, which has not previously been monitored by OCC. Work is currently ongoing to create a monitoring tool for

| Local Transport Connectivity Plan (LTCP) headline targets regarding private car journeys – this should accompany the Parking Standards for New Developments report to Cabinet; and use those estimates to review, and if necessary revise, the maximum levels of parking proposed in the Parking Standards for New Developments, applying the Decide & Provide approach. | | the LTCP. This seeks to combine data sources to allow monitoring of the LTCP targets and KPIs in one platform, to establish how we can successfully monitor vehicular trips and how this work can be resourced. Once a methodology has been established and agreed, the LTCP can be updated with the number of car trips.

Scope of work
To support the development of the LTCP monitoring tool, officers have been working with the council's Innovation Hub (iHUB) to develop a scope and work programme for the tool and begin to map existing data sources. Two funding bids have also been submitted to the governments 'Regulators Pioneer Fund'. The two bids request funds to build the LTCP monitoring tool or Local Authority Transport Impact Monitoring (LATRIM). A summary of each bid is provided below:
RPF/LATRIM 1 - Project LATRIM1 is part of a two-bid sequence, aiming to develop a tool for monitoring the implementation of Oxfordshire County Council's Local Transport and Connectivity Plan. LATRIM1 will build a data hub, combing various transport data sets. The output of the project will enable the development of data analysis tools needed to monitor specific targets.
RPF/LATRIM 2 - Project LATRIM2 is part of a two-bid sequence, aiming to develop a tool for monitoring the effects of the implementation of Oxfordshire County Council's Local Transport and Connectivity Plan. It builds on the previously developed data hub to develop tools for monitoring specific targets and key performance indicators. The tool will allow evidence-based decision-making process to be adopted by the council.

Bids were submitted on 30 September, with successful bidders due to notified in November. Alternative funding is being identified to begin progressing the project if the bids are unsuccessful. |

		Timescales Anticipated timescales for work on LTCP monitoring are outlined below. Please note that these assume both bids are successful. • November 2022 – Regulators Pioneer Fund outcomes • January 2023 – August 2023 – Project LATRIM1 • August 2023 – LTCP annual monitoring report published • Autumn 2023 - Outcomes from project (including LATRIM1) to inform revised approach to Parking Standards at 12 month review stage • September 2023 – March 2025 – Project LATRIM2
5: Parking must be planned with regard to public safety implications.	Accepted	The inclusion of secure by design provisions has been incorporated into paragraphs 2.5 and 4.11 (first bullet point) and are highlighted in yellow text. Please note this design consideration is identified in the council's adopted Street Design Guide (Section 3.2) and the local planning authorities own Design Guides.
6: The Parking Standards for New Developments be reviewed at an appropriate time sooner than 12 months post adoption if practicable.	Accepted	The text stating the proposed document will be reviewed every 12 to 18 months has been amended. The document says it will be reviewed every 12 months (highlighted in yellow text). This is to ensure the first review aligns with the LTCP monitoring project's expected conclusion as set out in item 4 above.
7: The levels of cycle parking required under the Parking Standards for New Developments must align with the LTCP ambitions for the future mode share for cycling.	Accepted	The adopted LTCP sets a headline target for 2030 to increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week. Several policies within the LTCP regarding cycle parking to support this target are identified, such as Policies 23 and 33. Both policies seek to ensure cycle parking is to be provided in secure and accessible locations and influence the design of a

| | | development site's overall parking requirements, for all modes of transport.

The revised Parking Standards for New Developments has been written with consideration to these LTCP policies (paragraph 4.10 of the proposed document under 'Design Considerations') and has increased the existing cycle provision standards from a maximum level to a minimum level. The number of spaces to be provided have also been increased. Table 1 in Annex 1 (residential cycle parking standard) has been updated due to the recommendation of the Place Overview & Scrutiny Committee. The level of cycle parking has been increased by 100% from the recommended levels quoted in Local Transport Note 1/20 but are still set to a minimum level (highlighted as yellow text). The level of cycle parking proposed for commercial developments remain as a 50% increase from the existing standards. |
|---|---|---|

Guidance is given in square brackets under each of the headings below. Headings which are discretionary are also in square brackets. Please delete as you go along and remove heading and sections not needed.

Divisions Affected – All

Place Overview and Scrutiny Committee – 16th November 2022

Central Oxfordshire Travel Plan

Report by Corporate Director for Environment and Place

RECOMMENDATION

1.   **The Place Overview and Scrutiny Committee are RECOMMENDED to**

     a)   **Provide any comments on the Central Oxfordshire Travel Plan prior to consideration by cabinet.**

Executive Summary

2.   This covering report provides the Place Overview and Scrutiny Committee with background information about the Central Oxfordshire Travel Plan (COTP) cabinet report.

Background

3.   The COTP sits within 'part 2' of the local transport plan process. Along with other planned area and corridor plans, the COTP sets out how policies within the part 1 LTCP will be applied across specific geographic areas, in this case across the central Oxfordshire area. Part 1 of the local transport plan (the Local Transport and Connectivity Plan) was considered by the Place Overview and Scrutiny Committee in June 2022, prior to adoption at full council in July 2022.

4.   Public consultation on the COTP was undertaken between August 2022 and October 2022. Analysis of the consultation has now been completed and suggested amendments to the COTP following consultation, together with a summary of how the COTP consultation was conducted, are set out within the cabinet report (annex 1).

5.   The COTP cabinet report seeks approval of the document at an extraordinary meeting of the county council cabinet on 29th November 2022. Place Overview and Scrutiny Committee are therefore asked to provide any comments on the COTP prior to its consideration by cabinet.

Traffic Filters

6.   A key component of the draft Central Oxfordshire Travel Plan is the implementation of a set of traffic filters across Oxford. A separate item is being presented to the meeting of the Place and Overview Scrutiny Committee on a proposal for implementing a set of traffic filters across Oxford through an Experimental Traffic Regulation Order.

Corporate Policies and Priorities

7.   Information about how the COTP will help to deliver the County Council's strategic priorities can be found in the COTP cabinet report (annex 1).

Financial Implications

8.   Financial implications of the COTP can be found in the COTP cabinet report (annex 1).

Legal Implications

9.   Legal implications of the COTP can be found in the COTP cabinet report (annex 1).

Staff Implications

10.   Staff implications of the COTP can be found in the COTP cabinet report (annex 1).

Equality & Inclusion Implications

11.   Equality and inclusion implications of the COTP can be found in the COTP cabinet report (annex 1).

Sustainability Implications

12.   Sustainability implications of the COTP can be found in the COTP cabinet report (annex 1).

Risk Management

13.   A comprehensive risk register has been kept as part of the COTP project. Key risks associated with the COTP moving forward can be found in the COTP cabinet report (annex 1).

Consultations

Public consultation

14.   Information about the COTP consultation can be found in the COTP cabinet report (annex 1).

Bill Cotton, Corporate Director for Environment and Place

Annex 1 – Central Oxfordshire Travel Plan Cabinet Report
Annex 2 – Draft Central Oxfordshire Travel Plan
Annex 3 – Central Oxfordshire Travel Plan Consultation analysis
Annex 4 – Equalities Impact Assessment
Annex 5 – Climate Impact Assessment

Background papers: Nil

Contact Officer: Joanne Fellows, Central Growth Manager, 07990368897
                          November 2022

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Divisions Affected – All

CABINET – 29ᵗʰ NOVEMBER 2022

CENTRAL OXFORDSHIRE TRAVEL PLAN

Report by Corporate Director for Environment and Place

RECOMMENDATION

1.   **The Cabinet is RECOMMENDED to;**

   a) **Approve the Central Oxfordshire Travel Plan including recommended changes listed in this report.**
   b) **Delegate the decision on the final Central Oxfordshire Travel Plan document, including graphical format, to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Travel and Development Strategy.**

Executive Summary

2.   Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan (LTCP), adopted July 2022, outlines a vision and a set of policies to deliver a net-zero Oxfordshire transport and travel system by 2040. This document formed Part 1 of the LTCP process. Part 2 of the LTCP sets out how the Part 1 policies will be implemented in specific areas (area travel plans) and along specific transport corridors (corridor travel plans).

3.   The Central Oxfordshire Travel Plan (COTP) is the first of these area travel plans to have been produced, (see annex 1). This report sets out the results of a public consultation on a draft COTP document and recommends the plans approval. In recommending approval this report also sets out a number of recommended amendments to be made to the plan following public consultation. Approval of the document would allow OCC officers and partners to develop and implement the actions outlined in the COTP.

Background

4.   Since 2015, transport strategy across the wider Oxford area, has been guided by the Oxford Transport Strategy (OTS). This strategy formed part of the county council's previous Local Transport Plan 4 (LTP4). The replacement of LTP4 with the new LTCP and its associated new targets, requires a review and replacement of the OTS.

Summary of COTP

5.   Building on the policies of the adopted LTCP, the COTP sets out the transport strategy for the central Oxfordshire area (Oxford, Kidlington, Eynsham, Botley, Cumnor and Wheatley) from 2023 to 2040.

6.   Working to a travel hierarchy that prioritises sustainable travel modes, the draft COTP sets out the following desired 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, inclusive 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.

7.   To deliver on these outcomes, the plan proposes an integrated package of 22 actions that are consistent with LTCP targets.

COTP consultation

8.   Public consultation on the adopted Part 1 of the LTCP was undertaken between January and March 2022. A total of 1,078 responses were received through this process, which helped inform amendments to the LTCP.

9.   Public consultation on the draft COTP (part 2) commenced on 22 August 2022. The consultation ran for 8 weeks closing on the 13 October 2022 and featured on the council's Let's Talk Oxfordshire webpage alongside a survey.

10.   To ensure that all residents could take part in the consultation, an option was offered to request a hard copy of any documentation, return surveys by post or give comments over the phone by contacting the council's helpline. Written responses were also received by post, and via a dedicated email address.

11.   A range of activities were undertaken to help promote the consultation, a summary of which is provided in annex 2.

12.   The county council established a thorough and diverse stakeholder list of individuals and groups to notify of the consultation. This included all county,

district and city councillors across Oxfordshire; accessibility groups, environment groups, transport groups, business groups and resident groups.

13. The following activities were conducted for local councillors:
   - Presentation to the Oxford Locality County Councillor Group (7 September)
   - All member briefings undertaken alongside a briefing on the Oxford traffic filters proposals undertaken on 30 August and 1 September

Consultation Feedback

14. The full COTP consultation report can be found in Annex 2. In total 2,329 responses to the consultation were received.

15. 2,035 responses were received via the consultation survey (online and via post), whilst 294 responses were received by e-mail.

16. Beyond the formal responses received, the consultation was successful in raising awareness about the COTP. In total 43,000 people were reached using social media. There were also 17,300 visits to the consultation webpage. Of those 12,000 were classified as "aware" of the draft COTP as they viewed at least one page of the survey. Of the 17,300 visits to the consultation webpage, 7,700 were classified as "informed", as they took an action such as viewing a video or downloading a document or reading the FAQs

17. There were responses from all age groups although there was a noticeable under representation from the under 16 age category.

18. Responses to the consultation were generally supportive of what was proposed in COTP however concerns were raised particularly in relation to vehicle demand management and car parking measures. Key comments received during the consultation are summarised below (in no particular order) along with a brief officer response.

   - **Support for the overall travel plan**
     - A significant number of e-mail responses were received stating overall support for the plan.

   - **Public transport needs to be cheaper, more frequent and more accessible**
     - The draft plan states an outcome for delivering an attractive public transport offer that combines all these features.

   - **Low Traffic Neighbourhoods (LTNs) have negatively affected accessibility and created severance in areas**
     - A number of LTN schemes have been implemented either as permanent or as an experimental trial in east Oxford. There is a separate live consultation, on those LTN's that are in a trial phase.
     - The travel plan does not propose additional LTN's for the central Oxfordshire area. It does propose that complementary traffic

measures (for example traffic calming, local traffic filters, active travel infrastructure enhancements) could be implemented as part of a wider 20-minute neighbourhood initiative.

- **The plan would compromise accessibility to essential locations and create severance between communities**
  - These concerns were raised frequently in relation to proposed traffic filter and zero emission zone measures.
  - Current traffic congestion levels mean accessibility to key destinations (hospitals, schools, employment etc) are severely compromised, especially during peak hours. Left unchecked, accessibility would further deteriorate. The plan proposes an integrated set of measures that could improve journey times and accessibility to key locations, whilst also allowing opportunities to reallocate road space for other means including community focused measures (i.e seating/ parklets).
  - COTP proposals would not result in vehicle access being removed from any part of the plan area, for some vehicle journeys, alternative routes may be required.

- **There should be greater content and priority to support walking**
  - This is accepted. The travel plan proposes that walking is at the top of the transport user hierarchy. The recommendations section of this report sets out further details on this.

- **Particular amenities (i.e schools, hospitals) should be exempted from particular schemes (i.e WPL)**
  - Exemptions from particular schemes will be considered as those schemes are developed. It is not appropriate for COTP to determine this.

- **The plan should commit to greater restrictions on large vehicles and HGV's in Oxford**
  - The plan proposes development of a safer lorry scheme similar to that implemented by TfL in London.
  - Whilst a request for restrictions on larger vehicles is understood, practical measures to deliver the servicing these vehicles currently provide needs to be carefully considered. This will include;
    - Delivering a freight transfer / consolidation feasibility study and first / last mile delivery pilot.
    - Improving accessibility to all of the wider city area for e-cargo bike use
  - Measures considering the functioning of the city's important scheduled coaches, will be considered as part of a separate City Centre Access and Movement Framework.

- **Cycling/ public transport are not viable options for all**
  - The plans 'avoid, shift and improve' approach makes clear that a 'shift' to sustainable travel is only part of the package of measures. Whilst a step reduction in overall car use is sought, it is recognised

that the use of private cars will remain vitally important in certain circumstances. The plan promotes measures (i.e. car share/ car clubs/ wider-spread EV charging) which can ensure that those who require a car can do so whilst also delivering on the plan's targets.

- **The plan is too city focussed and is not clear on the benefits for those outside of the Oxford city area**
  - o The COTP is the first of a number of area travel plans and corridor travel plans that will come forward across the county. Some of these plans will overlap with the COTP area, providing a separate level of detail on planned measures. The COTP will be updated to reflect any additional measures.
  - o Oxford is the only authority area in Oxfordshire where the levels of people commuting into the area are higher than those commuting out of the area. Transport measures within the city could be expected to have a benefit for those travelling to/ through the city as well as those who live within the immediate proximity.

- **Proposals are unworkable and not realistic**
  - o Domestically and internationally, integrated transport measures similar to those proposed within the plan have already been implemented in other settings. As mentioned within the draft plan, implementation of experimental trials can also be considered where it is deemed beneficial to carefully monitor the impact of any proposed measure prior to a decision on permanent implementation.

- **Measures would not be beneficial for local businesses**
  - o It is recognised measures proposed in the plan could require adjustments to existing business practises for some. Exact details would be determined at an individual scheme level.
  - o Delivery of enhanced public space, for example through a reallocation of highway space could also attract greater footfall and subsequent spending within certain areas.

- **The plan should set some clear goals and ambitions for the city centre**
  - o There is significant opportunity to enhance the city centre consistent with the plans stated targets and outcomes. It will however be the role of a City Centre Access and Movement Strategy, developed in partnership with others, to set out specific goals and objectives for this area.

Recommended changes to COTP

19. Based on the feedback received from the consultation and developments since the original publication of the draft plan, a number of changes to the plan are proposed. The most significant of these are listed below;

- **Further detail on how the plan will support walking and wheeling**
  - That aspirations and measures for walking and wheeling will be reviewed to reflect its prominence in the transport user hierarchy.
  - That this could include measures such as;
    - greater commitment to grade separation measures across heavy trafficked routes/ greater pedestrian crossing time/ priority at junctions/ crossings.
    - Identifying a requirement to upgrade pavements across the area in-line with the DfT's inclusive mobility guidance.
    - Prioritising pedestrian infrastructure on approach to/ in proximity of bus stops.

- **Amend details on the delivery of a zero emission bus fleets**
  - The draft plan set out an action to deliver a fully zero emission bus fleet by 2030. It is recognised that whilst desirable current technology does not support this timescale, particularly for buses which operate on longer, inter-urban services. It is recommended that the COTP action is therefore amended to;
    - *"Alongside partners, deliver a zero emission local bus fleet across the Oxford Smartzone area by 2024/25 and seek delivery of a fully zero emission bus fleet by 2035*", *acknowledging that fuel technology may require this date to be brought forward or put further back*

- **More ambitious aspirations for public transport and transport hubs including improving the affordability of public transport**
  - That the updated plan will include;
    - Latest content from the county council's emerging transport hub strategy.
    - Working with bus operators, content and commitments to public transport will be reviewed and levelled up to ensure it is consistent in aspiration to what is proposed for active travel, whilst acknowledging that the county council's bus strategy is still in development.

- **Greater appreciation that for some use of a private car will continue to remain important**
  - Terminology will be reviewed and content to be added where necessary, including within the forward of the plan in recognition of this point

- **Greater recognition that a balanced approach to transport provision is needed**
  - That a recognition is needed in the plan that the transport user hierarchy is a simplification and that different modes will be more appropriate in certain contexts. That implementing measures requires a considered balance which considers all users and appropriately responds to a context where certain features (i.e trees/ utilities/ special designations) require compromise to be found.

- **Wider commitment to/ a better balance on 20mph speed limits**
  - o Consultation feedback requested greater commitment to lower speed limits, especially within urban areas. It was however also noted that widespread speed reduction could have a disbenefit on other provisions i.e. public transport and that a considered balance in policy approach was therefore needed.
  - o Insertion of the following text into COTP is therefore recommended;
    > *"20mph limits may be introduced on any 30mph roads within the Central Oxfordshire area, following local assessments, stakeholder engagement, consultation and local parish/town council support. Any introduction of 20mph limits on sections of the highway network that form part of the strategic bus network (and/or support bus infrastructure) will be carefully considered to take into account impact on bus journey times or service provision that may result"*

    > *20 mph limits may be introduced on A and B roads in both urban and rural areas (such as town, village and district centres) or on narrow sections of road in rural & built-up areas, where opportunities for segregated cycling provision/vulnerable road users are limited. Each scheme/road will be assessed on case by case basis to assess/minimise the impact on the local transport services and infrastructure whilst delivering the additional road safety that lower speeds afford local communities"*

- **Further detail on how the plan will support disability and accessibility groups, the elderly and younger generations**

- **Further detail on how the plan will support taxis and private hire**

- **Greater commitment to measures to enhance resident cycle parking provision**
  - o The plan will be updated to set out opportunities for the delivery of measures including on-street cycle hanger storage. Complementary documents like the LCWIP, Oxfordshire Cycle Design Guidance and Council's Street Design Guide are expected to provide more specific details on measures like this

- **Minor factual, presentational amends and greater clarification on terminology throughout the document**
  - o Numerous minor suggestions were made. These are considered to extensive to individually list.
  - o These will include clarifying details around enforcement and management of schemes – for example a public hire e-scooter scheme.

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- **Greater detail and commitment on designing for and integrating significant planned development on the edge of existing urban areas**
  - Content and commitments in the draft plan will be enhanced to ensure that planned developments – particularly those on the edge of Oxford – are connected to high-quality walking, cycling, and public transport networks.

Corporate Policies and Priorities

20. The County Council's strategic plan, 2022-25, sets out a vision to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county. The COTP will help to deliver all aspects of this vision.

21. Consistent with Part 1 of the LTCP, COTP is grounded in the strategic priorities set out in the County Council's strategic plan, 2022-25. There is specific relevance to delivering on the following four priority areas:

    1. Put action to address the climate emergency at the heart of our work
    2. Tackle inequalities in Oxfordshire
    3. Prioritise the health and wellbeing of residents
    4. Invest in an inclusive, integrated and sustainable transport network.

22. The COTP will help to make central Oxfordshire greener, fairer and healthier due the relationship between transport, quality of life, health and the environment. Set within the wider LTCP framework, the COTP seeks to reduce carbon emissions and aims for a net-zero transport system by 2040. It also has a strong focus on healthy place shaping and encouraging active lives. This will help to improve health and wellbeing by providing safer walking and cycling routes to school and improving air quality.

23. The COTP will also help to tackle inequalities and improve health and wellbeing because transport can play a significant role in enabling older and disabled people to live independently. The COTP seeks to improve connectivity for all residents and there are policies that will specifically help to achieve this.

24. The COTP aims to reduce private car use and encourage modal shift to walking, cycling, public and shared transport. This will be central to addressing the climate emergency and improving health and wellbeing.

Financial Implications

25. The COTP would provide the basis of a strategic case for any future funding bids or future transport investment made across the central Oxfordshire area. Implementing the measures outlined within the COTP would be expected to require further resource and incur financial implications.

26. The COTP has been produced by staff from across the council's Environment and Place directorate. It has subsequently been financially resourced by

staffing budgets within this area. In addition, the following revenue costs were attributed to the production and consultation of the document;

- *External marketing and graphic design costs – £9,783.50.*
- *External video animation - £2,500.*
- *External data research and analysis - £17,043.*
- *Consultation event - £2,370.60*

Comments checked by: Rob Finlayson,
Finance Business Partner,
rob.finlayson@oxfordshire.gov.uk

Legal Implications

27.   The COTP will form part of the county's Local Transport and Connectivity Plan which itself is a statutory document.

28.   Whilst there is a statutory requirement for the county's local transport plan to be consulted upon, there is no such requirement for the subsequent area plans to be consulted upon.

29.   It should be noted that the consultation on this framework policy document is not intended to constitute the statutory or other necessary consultation that is required or is otherwise carried out at time that any of the actions in this report actions are proposed to be implemented.

Comments checked by: Jennifer Crouch
Principal Solicitor (Environment Team) (Legal Services)
Law & Governance Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

30.   Development of the COTP has been undertaken by officer resource from within the Environment and Place teams, with input from officers across the Environment and Place and Public Health directorates.

31.   Once adopted, delivery of the COTP will be undertaken by officers from across the Environment and Place directorate, as well as indirectly through external stakeholders such as the city and district councils. Officers from the central locality team will oversee coordination of this process. Implementing the measures outlined within the COTP would be expected to require further resource and incur financial implications.

Equality & Inclusion Implications

32.   To ensure that we have assessed equalities implications in a fair and thorough manner an Equalities Impact Assessment was conducted (see annex 3). This has ensured that any equality matters have been identified and acted upon during development of the COTP.

Sustainability Implications

33.   A Climate Impact Assessment has been undertaken (see annex 4) to ensure that matters with climate implications are identified and where required acted upon during development of the COTP.

34.   Transport produces the majority of emissions in the county. Both COTP and the broader LTCP recognises this and sets out the target for a net-zero transport network by 2040. The COTP outlines the policies which will help to achieve this, focusing on reducing the need to travel, reducing journeys by car and the promotion of walking, cycling, public and shared transport.

35.   The COTP also recognises the need to improve biodiversity and protect the natural environment. Policies in the COTP will help contribute to this, by seeking to reduce private car use.

Risk Management

36.   A comprehensive risk register has been kept as part of the COTP project. Key risks associated with the COTP moving forward are summarised below.

Risk - That the COTP does not deliver on its targets or intended outcomes
Mitigation – That the COTP should be monitored on an annual basis as part of a wider LTCP monitoring programme and that it should be reviewed within 5 years of approval as a minimum to ensure that the plan is fit for purpose.

Risk - That subsequent strategies and/or area plans will minor amend some of the details of COTP
Mitigation - Work is ongoing to develop a programme for wider area plan development including an understanding of resource requirements. Once overlapping area and supporting strategies have been prepared and approved it is expected that COTP will be updated as necessary to reflect any updated context.

Risk – That upon further development and engagement on individual key components of the plan, measures are either delayed or cancelled.
Mitigation - That there should be early engagement with key stakeholders and partners on components of the plan. That a review of the plan within its first 5

years of approval (as a minimum), should be undertaken to ensure that proposed measures remain relevant and suitable towards addressing plan targets.

Consultations

Public consultation

37.   Public consultation on the draft COTP was undertaken between August and October 2022. The outcomes from this process have directly informed this report.

County councillor engagement

38.   Engagement activities conducted during the COTP consultation are outlined in paragraph 13 of this report.

39.   The draft plan was considered by the Place Overview and Scrutiny Committee on 16 November.

Bill Cotton, Corporate Director for Environment and Place

Background papers: Nil

Contact Officer: Joanne Fellows, 07990368897, November 2022

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Central Oxfordshire Travel Plan

AUGUST 2022 CONSULTATION DRAFT

Central Oxfordshire
Travel Plan

OXFORDSHIRE
COUNTY COUNCIL

Contents

Foreword

We share a clear vision in Oxfordshire to deliver a net-zero transport system that enables the county to thrive, protects the environment and makes the county a better place to live for all residents.

To achieve this bold vision, the council recently published a Local Transport and Connectivity Plan (LTCP). This provides a set of key transport targets including the development of area travel plans to cover all aspects of travel from private car journeys, cycling, freight, bus, and rail journeys.

The LTCP includes ambitious targets, such as reducing car trips by a quarter 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 the urban area of Oxford, the immediate movement and connectivity corridors to and from the city, as well as the villages that lie on these corridors (i.e., 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 re-allocate the limited road space we have 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.

We have set out 22 actions to help achieve a sustainable and reliable transport system providing the people of central Oxfordshire with:

- A flagship, zero-emission bus network with new and improved routes, able to travel at the speed limit 24 hours a day, 7 days a week
- A comprehensive and safe cycle and footpath network for pedestrians and cyclists.
- A significant reduction in congestion on our roads, to enable those who need to make essential trips by car or van to do so.
- Beautifully designed streets and public spaces, with clean air.
- 20-minute neighbourhoods: well-connected and compact areas around the city of Oxford where everything people need for their daily lives can be found within a 20-minute walk.

The draft plan also outlines three major transport proposals for Oxford: traffic filters, a workplace parking levy, and an expanded zero emission zone, all of which will be consulted on in more detail and separately to this area travel plan.

We have provided the vision; we now want your feedback to help shape the final travel plan for central Oxfordshire.

Let's start the conversation. Help us create a cleaner, greener, safer central Oxfordshire in which everyone can thrive.
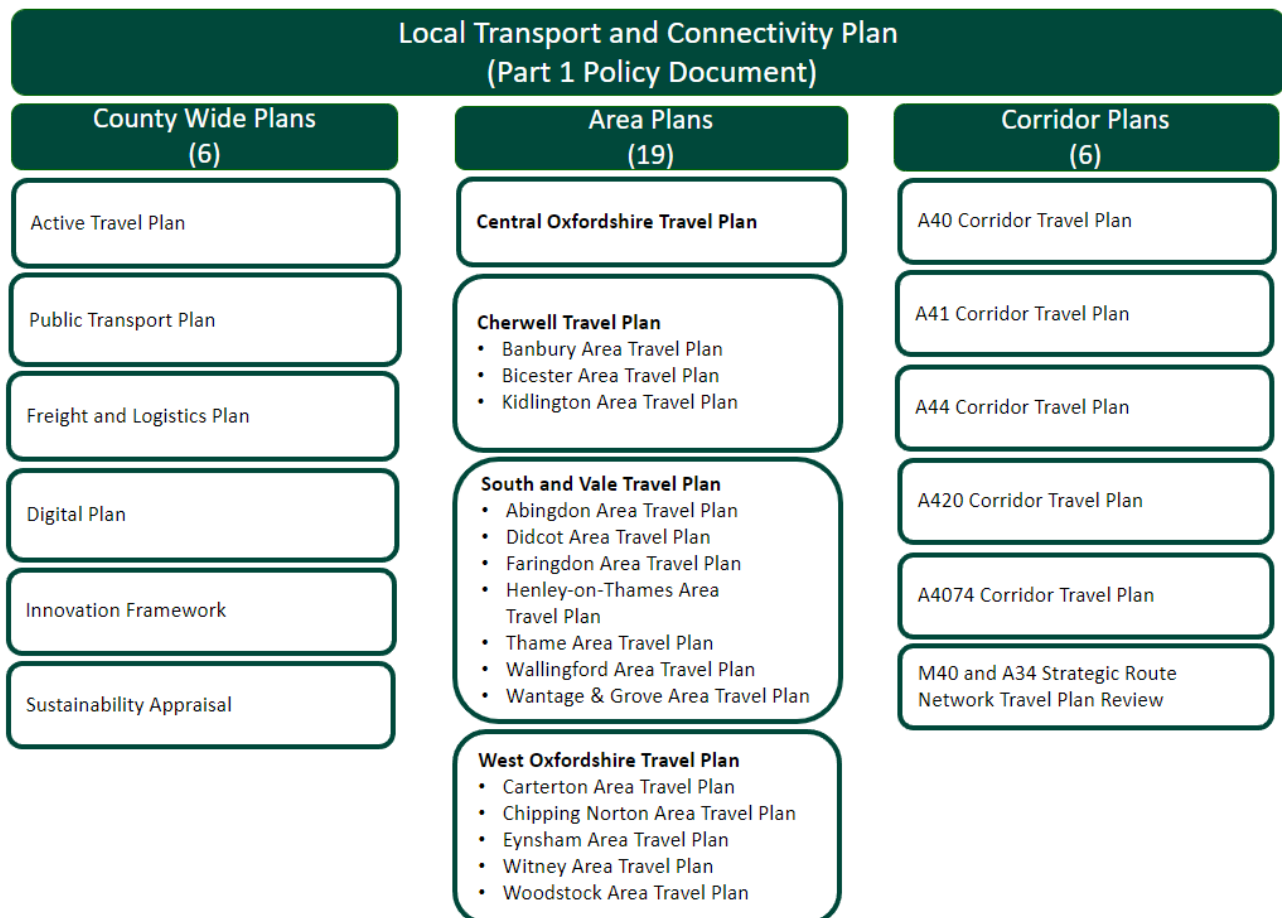
Councillor Duncan Enright
Cabinet Member for Travel and Development Strategy

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About this Plan

The Central Oxfordshire Travel Plan (COTP) sets out the transport strategy for the central Oxfordshire area from 2023 to 2040, with a focus over the period to 2032. It is part of a suite documents that sit under the Local Transport and Connectivity Plan (LTCP), which was adopted by Oxfordshire County Council in July 2022. COTP builds upon and replaces the current Oxford Transport Strategy (OTS), adopted in 2015.

Overview of Local Transport and Connectivity Plan documents

Local Transport and Connectivity Plan (Part 1 Policy Document)

County Wide Plans (6)	Area Plans (19)	Corridor Plans (6)
Active Travel Plan	**Central Oxfordshire Travel Plan**	A40 Corridor Travel Plan
Public Transport Plan	**Cherwell Travel Plan** • Banbury Area Travel Plan • Bicester Area Travel Plan • Kidlington Area Travel Plan	A41 Corridor Travel Plan
Freight and Logistics Plan		A44 Corridor Travel Plan
Digital Plan	**South and Vale Travel Plan** • Abingdon Area Travel Plan • Didcot Area Travel Plan • Faringdon Area Travel Plan • Henley-on-Thames Area Travel Plan • Thame Area Travel Plan • Wallingford Area Travel Plan • Wantage & Grove Area Travel Plan	A420 Corridor Travel Plan
Innovation Framework		A4074 Corridor Travel Plan
Sustainability Appraisal		M40 and A34 Strategic Route Network Travel Plan Review
	West Oxfordshire Travel Plan • Carterton Area Travel Plan • Chipping Norton Area Travel Plan • Eynsham Area Travel Plan • Witney Area Travel Plan • Woodstock Area Travel Plan	

The plan identifies a series of actions to address current and future transport challenges facing the central Oxfordshire area, whilst developing a world-leading, innovative, inclusive and carbon neutral transport system.

The central Oxfordshire area covers the urban area of Oxford, the immediate movement and connectivity corridors to and from the city, as well as the villages that lie on these corridors (i.e., Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley).

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Central Oxfordshire Travel Plan geographic area

Plan Areas
- ┈┈ COTP
- Urban
- Corridor
- Cherwell
- Oxford City
- South Oxfordshire
- Vale of White Horse
- West Oxfordshire

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Implications of COVID-19 pandemic

The way we travel changed during the COVID-19 pandemic. Whether these changes are temporary or permanent is still uncertain and the full evidenced picture remains unclear. Where there is a sustained change, we will adjust our travel plan accordingly through regular review points.

Travel data indicates that motorised traffic flows have only recently (in 2022), returned to pre-pandemic levels in Oxfordshire overall.[1] However, traffic flow in Oxford City does not reflect this, with motorised traffic levels remaining approximately 10% below pre-pandemic levels.[2] Bus patronage in the area is also currently at around 80% of pre-covid levels.

The COVID-19 pandemic has presented opportunities to encourage use of a broader range of transport modes than before, and importantly to reduce the overall need to travel as many people continue to work from home more regularly. Reducing the need to travel and more vitally changing how we travel, will allow us to accelerate progress towards achieving our net-zero carbon goals. This will also support our wider goals, including public health ambitions to reduce obesity and improve the health of our local population.

[1] Oxfordshire County Council Traffic Monitoring team, average data between 2020-2022
[2] Oxfordshire County Council Traffic Monitoring team, average 5-day (Monday-Friday) flows from 5 Oxford City inner cordon counters between 2020-2022

Priorities and the Case for Change

Oxfordshire County Council's nine corporate priorities set the guiding objectives of the strategy.

COTP indirectly addresses all the priority areas, with a strong direct alignment to five priority areas:

- Tackling the climate emergency through rapid decarbonisation, proper accounting of carbon emissions and ambitious targets, as well as supporting climate resilience

- Tackling inequalities and providing opportunities for everyone in Oxfordshire to achieve their full potential

- Increasing investment in an inclusive, integrated, county-wide active, and sustainable travel network fit for the 21st century to improve choice and reduce car journeys across the county

- Improving access to nature and green spaces for all communities, and landscape-scale nature recovery across the county

- Responding to the needs of young people who have identified 'investing in an inclusive, integrated, and sustainable transport network' as their number one priority.[3]

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[3] Outcome from OCC engagement during development of the Oxfordshire Strategic Plan 2022-2025.

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These priorities reflect a number of the wider key challenges facing the COTP area including:

Climate and emissions: Exceedance of legal emission levels and the need to rapidly reduce carbon emissions from all transport related activities.

Housing, jobs, and regeneration: Over the period 2011 to 2031, 100,000 new homes will be built in Oxfordshire, with at least 15,000 required to meet Oxford City's unmet housing need.[4,5] Whilst population growth within Oxford itself over the period 2020-2030 is expected to be modest (+8%), areas on the city's immediate periphery are expected to see significant growth.[6]

Sustainable travel: Levels of congestion across the COTP area cause unreliable journey times for many people. Based on current trends, increased demand for movement in the area will exacerbate congestion in future years. This has a significant detrimental effect on quality of life for residents and the attractiveness as a place to live and work. Space efficient travel options like public transport and active travel, can help significantly towards addressing this challenge. Currently, sustainable travel modes in the area face issues including:

- **Time and reliability -** Average bus speeds in Oxford have been declining on key routes to and from the city centre and employment sites, with only 8mph achieved between the JR hospital and city centre via Cowley Centre during weekday peaks.[7]

- **Safety** – The Oxfordshire Cycle Survey 2019 identified 'Traffic Safety' as the single biggest issue for people cycling in Oxford.[8]

Equality: The COTP area includes some of the most deprived areas in the county. Inequalities in life expectancy at birth from least to most deprived across Oxford are estimated at 13.8 years for men, and 11.2 years for women.[9]

Health: Whilst the Oxford area has one of the lowest percentages of overweight or obese adults compared to nationally (49% vs 62%), physical inactivity and obesity remains one of the area's most significant and growing health issues.[10]

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[4] GL Hearn Limited, *Oxfordshire Strategic Housing Market Assessment*, 2014

[5] Oxfordshire Growth Board, *Oxfordshire Growth Board Post SHMA Strategic Work Programme,* 2016

[6] Oxfordshire County Council, *Oxfordshire Housing-led Projections 2020-2030 interactive dashboard,* 2022

[7] Oxfordshire County Council, *Oxfordshire Bus Service Improvement Plan,* 2021, Bus Service Improvement Plan | Oxfordshire County Council

[8] Oxfordshire County Council, *Oxfordshire Cycle Survey 2019 Summary Report*, 2019, Oxfordshire CYCLE SURVEY SUMMARY REPORT

[9] Oxford City Council, *Indicators of health and well-being,* Public Health England, 2020, https://www.oxford.gov.uk/info/20127/health/457/oxfords_health#:~:text=Overall%2C%20adults%20in%20Oxford%20are,(49%25%20vs%2062%25)

[10] Oxford City Council, *Indicators of health and well-being,* Public Health England, 2020

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Identified strategic development sites across central Oxfordshire

Contains OS data © Crown Copyright and database right 2020
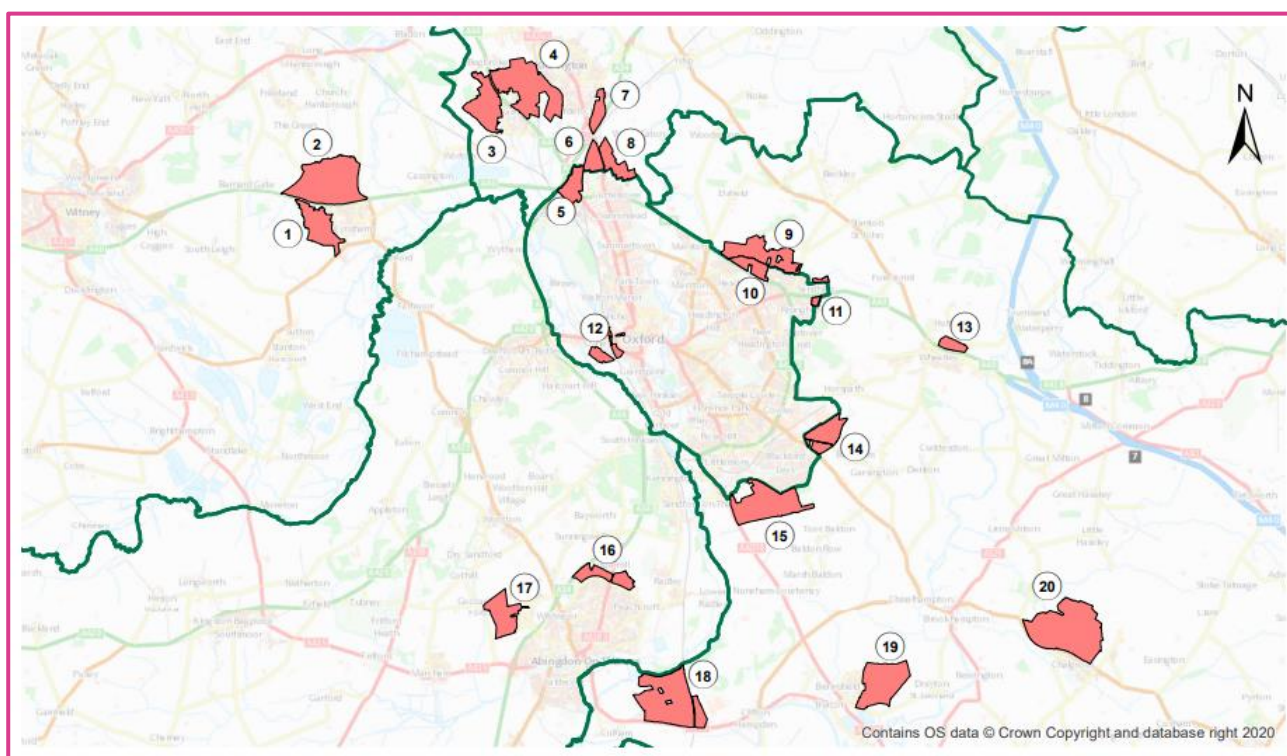
Legend
1. West Eynsham, 1,000
2. Oxfordshire Cotswolds Garden Village. 2,200
3. Land West of Yarnton (PR9), 540
4. Land East of the A44 (PR8), 1,950
5. Oxford North, 500
6. Land West of Oxford Road (PR6b), 670
7. Land South East of Kidlington (PR7a), 430
8. Land East of Oxford Road (PR6a), 690
9. Land North of Bayswater Brook, 1,100

10. Barton Park, 885
11. Thornhill Park, 534
12. West End and Osney Mead, 981
13. Land at Wheatley Campus, 500
14. Land at Northfield, 1,800
15. Land South of Grenoble Road, 3,000
16. North Abingdon-on-Thames, 800
17. Dalton Barracks, 1,200
18. Land adj to Culham Science Centre, 3,500
19. Berinsfield Garden Village, 1,700
20. Land at Chalgrove Airfield, 3,000

1:150,000

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Vision and Targets

The adopted Oxfordshire Local Transport and Connectivity Plan (LTCP) sets the vision and targets for Oxfordshire, including the central Oxfordshire area

Local Transport and Connectivity Plan – Vision

"Our Local Transport and Connectivity Plan vision is for an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive.

It will tackle inequality and be better for health, wellbeing, and social inclusivity and have zero road fatalities or life-changing injuries. It will also enhance our natural and historic environment and enable the county to be one of the world's leading innovation economies.

Our plan sets out to achieve this by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice."

Local Transport and Connectivity Plan – Headline targets

By 2030 our target is to:
- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week.
- Reduce road fatalities or life changing injuries by 50%.

By 2040 our targets are to:
- Deliver a net-zero transport network.
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire.

By 2050 our targets are to:
- Deliver a transport network that contributes to a climate positive future.
- Have zero, or as close as possible, road fatalities or life-changing injuries

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Outcomes and Actions

This strategy is shaped by a number of defined outcomes. These outcomes represent a set of guiding transport and movement principles, which inform and run throughout the strategy.

 The outcomes are:

- 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, inclusive **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.

To deliver these outcomes, we need to make transport movements more efficient and achieving target ambitions for a net-zero transport network, requires us to:

- Look at ways to **avoid** unnecessary travel. For example, through supporting working at home using the internet and through embracing other and new technologies.
- **Shift** travel use towards shorter sustainable travel trip options (i.e., through active travel and public transport) and supporting freight consolidation.
- **Improve** our travel network. For example, through providing infrastructure to support a switch to electric technology; embed inclusivity into the development and design process of transport schemes.

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There are a number of reasons we are proposing this approach:

- Transport emissions have left parts of Oxford with high levels of air pollution, which is shortening people's lives. Urgent action is also needed to reduce our carbon emissions to help tackle climate change.

- Many cyclists don't feel safe using the city's roads and we want to prevent accidents.

- Roads are clogged with traffic, which means buses are slow, unreliable and cannot adequately serve all parts of the city. Without action, more bus services will be scaled back or disappear.

- Chronic congestion in the city costs individuals and businesses time and money.

- Pedestrians are too often squeezed into narrow, cluttered pavements.

Traffic noise blights some of the city's communities and streets. A set of 22 actions set out the measures we will take to achieve the plan outcomes and support the achievement of LTCP targets. The table below shows how the COTP actions relate back to the LTCP policies. The plan identifies the measurements we will use and the data we will collect, to establish a baseline and report on how well we are delivering against our targets.

LTCP policy	Supporting COTP actions
Policy 1 – Transport user hierarchy	**Action 19** - Alongside partners, deliver a City Centre Movement Framework for Oxford
Policy 2 – Cycle and walking networks	Action 9 – Deliver a wayfinding scheme across central Oxfordshire's active travel network **Action 10** - Deliver junction improvements to support active travel users where there is: a) a poor safety record for those who are walking or cycling b) significant severance for those walking and cycling
Policy 3 – Local Cycling and Walking Infrastructure Plans	**Action 8** – Deliver a central Oxfordshire cycle network, consistent with the Oxfordshire Strategic Active Travel Network and the latest LCWIP plans
Policy 8 – Healthy streets approach	**Action 18** - Develop and support implementation of a local toolkit of transport interventions that support the 20-minute neighbourhood approach and work to the principles of the healthy streets approach
Policy 13 – 20-minute neighbourhoods	**Action 18** - Develop and support implementation of a local toolkit of transport interventions that support the 20-minute neighbourhood approach and work to the principles of the healthy streets approach
Policy 15 – Vision Zero	**Action 10** – To help meet Vision Zero, deliver junction improvements to support active travel users where there is:

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LTCP policy	Supporting COTP actions
	a) insufficient dedicated infrastructure for those walking or cycling b) a poor safety record for those who are walking or cycling b) significant severance for those walking and cycling
Policy 18 – Bus strategy	**Action 12** – Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area. **Action 13** – Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024/25 and a fully zero emission bus fleet by 2030
Policy 21 – Rail strategy	**Action 14** – Alongside partners, deliver: a) Oxford Station enhancements b) a passenger rail service and two new passenger stations on the Cowley Branch Line c) local rail capacity and service frequency enhancements
Policy 23 – Mobility hubs	**Action 15** – Deliver a transport hub strategy for a network of transport hubs across Oxfordshire
Policy 29 – Zero emission vehicles	**Action 22** - Deliver publicly accessible electric vehicle charging points across central Oxfordshire
Policy 33 – Parking management	**Action 4** – Develop proposals for further Controlled Parking Zones (CPZ) across the city and to review eligibility and quantity of permits in existing CPZ areas **Action 5** – Support 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 **Action 6** – Remove on-street public parking where necessary on corridors identified in the strategy as either being active travel Primary Routes (Quickways) or situated on core bus routes **Action 7** - Regularly review parking pricing to favour sustainable travel **Action 11** – Deliver: a) increased cycle parking at key destinations including for non-standard bikes

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LTCP policy	Supporting COTP actions
	b) a public hire cycle scheme including e-bikes, and which could also include e-scooter provision **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
Policy 35 – Demand management	**Action 1** – Expanding upon the pilot scheme, develop proposals for a Zero Emission Zone (ZEZ) for Oxford city centre **Action 2** – Develop proposals for a set of strategic traffic filters for locations across Oxford **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
Policy 38 – Passenger micromobility	**Action 11** – Deliver: a) increased cycle parking at key destinations b) a public hire cycle scheme including e-bikes, and which could also include e-scooter provision **Action 21** – Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation
Policy 49 – Local movement	**Action 17** – Deliver a safer lorry scheme pilot across central Oxfordshire
Policy 50 – Last mile movement	**Action 16** - Deliver a freight transfer / consolidation feasibility study and first / last mile delivery pilot

Theme One: An efficient connected zero emission city

Oxford is the only local authority area in the county where the number of inbound commutes is greater than outbound.[11] The significant level of traffic that travels into and through Oxford and the central Oxfordshire area daily for employment and other purposes, is a notable contributor to congestion throughout the area.

Two thirds of commuters travel into Oxford by car (66.8%).[12] As a space inefficient mode of travel, heavy dependence on the car means that across the area the transport network can often be at, or above, capacity during peak hours. Left unchecked, increases in housing and jobs across the area will exacerbate this issue.

As well as taking up more space per person on our already congested road network, car travel also represents a significant source of emissions. In Oxford, transport emissions account for 17% of greenhouse gas emissions.[13] In addition, the city regularly exceeds legal air pollution limits with poor air quality hotspots across the city concentrated around key transit corridors and key junctions on the city's ring road.[14] Poor air quality has a detrimental impact on human health. By contrast, active travel (walking, cycling, scooting etc) and public transport journey options are typically much more space efficient and have a much lower emissions output.

An integrated approach is therefore required to readdress a balance in favour of space efficient, low emission transport modes across the area. We will implement a strategic package of measures focused on:

1. **Managing travel demand to reduce emissions and congestion.** This will involve implementing measures 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.

2. **Making space for and improving priority and safety of sustainable modes.**

3. **Delivering efficient movement of goods and services.**

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[11] Oxfordshire County Council Research and Intelligence Team, The District Data Analysis Service and Oxford City Council, *Travelling to work: Commuting patterns in Oxfordshire,* 2011 Census, 2014
[12] Oxfordshire County Council Research and Intelligence Team, The District Data Analysis Service and Oxford City Council; *Commuting by mode of travel, 2011;* 2011 Census; 2014
[13] Oxfordshire County Council, *Councils announce ambitious updated proposals to support a zero carbon transport network,* 2022, https://news.oxfordshire.gov.uk/councils-announce-ambitious-updated-proposals-to-support-a-zero-carbon-transport-network/
[14] Oxford City Council, *2020 Air Quality Annual Status Report (ASR),* 2021, page ix

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Managing travel demand to reduce emissions and congestion

Managing travel demand is not a new approach for Oxford and has been developed across the city over many years, for example, through implementation of the High Street traffic restrictions and bus only 'gate' measures in 1999. Notwithstanding steps already taken, it is estimated that 32% of internal commuting trips within Oxford are still by private car.[15] This is despite the city being relatively compact, with no two points within the ring road being more than 11km apart.

Working with local authority partners, we propose a package of complementary measures to manage the demand of vehicles on the transport network. The details and delivery of these measures will be developed through wider public consultation and in some cases subject to external approval, for example from the Department for Transport.

Proposed Travel Demand Management Measures
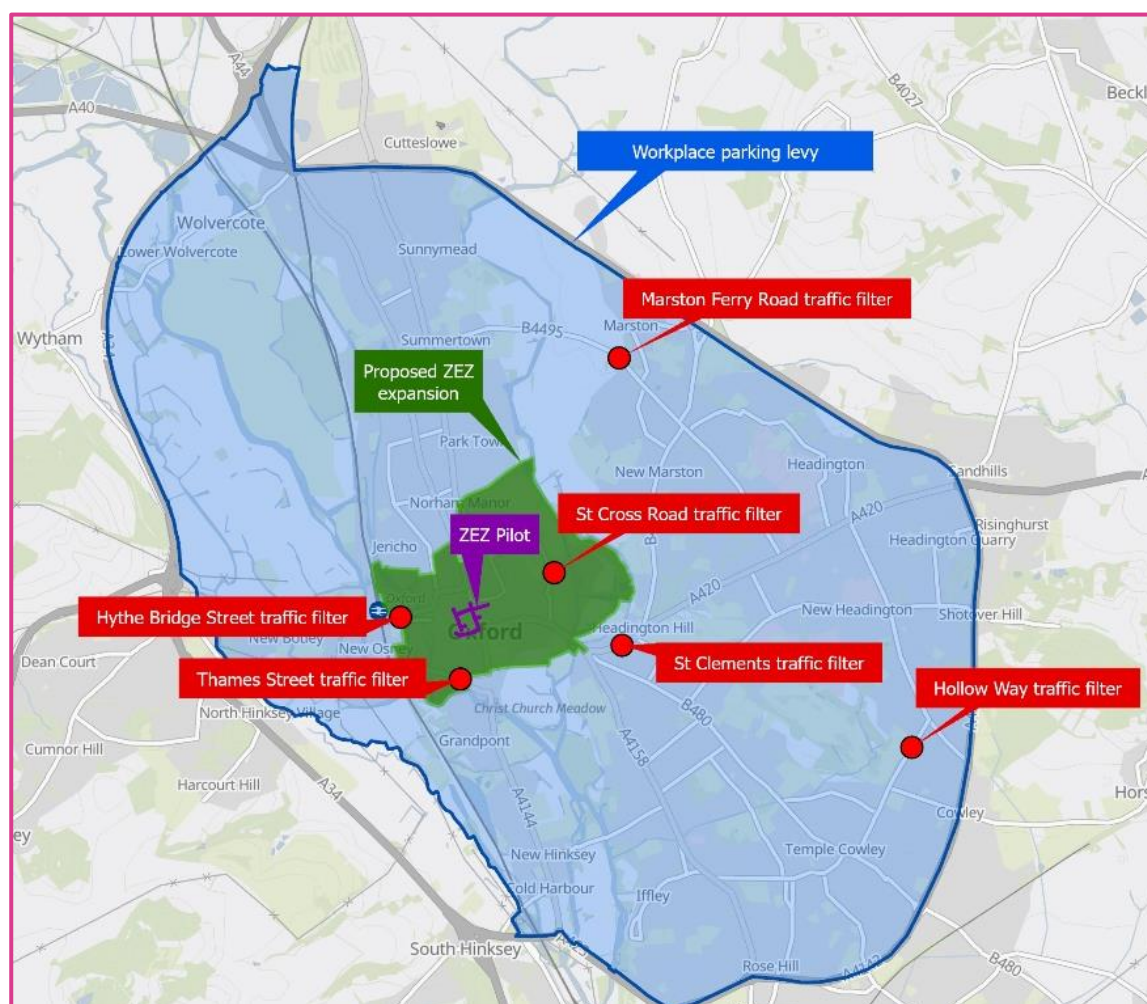
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[15]Oxfordshire County Council Research and Intelligence Team, the District Data Analysis Service and Oxford City Council; *Commuting by mode of travel 2011;* Census 2011; 2014

Implement a Zero Emission Zone

1 **Action 1 – Expanding upon the pilot scheme, develop proposals for a Zero Emission Zone for Oxford city centre.**

Oxford is subject to poor air quality particularly in areas with high levels of road traffic. The entire Oxford City area has been designated an Air Quality Management Area (AQMA) due to exceedances of nitrogen dioxide (NO_2) since 2010. The transport sector continues to be, by far, the largest contributor at 68% to total emissions of nitrogen oxides (NO_x) across Oxford.[16] Pollution hotspots are typically located where congestion and a dense urban form exists.

To address these local challenges, the county council in partnership with Oxford City Council proposes a Zero Emission Zone (ZEZ). 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. The ZEZ pilot itself builds upon a bus based Low Emission Zone (LEZ) that has been in place in central Oxford since 2014.

The expanded Zero Emission Zone will focus on Oxford city centre, where there is a concentration of continued exceedances of air quality legal limits.

Delivering a ZEZ is anticipated to improve air quality within areas implemented; however, to reduce congestion and emissions across the wider COTP area, a review of access and parking arrangements is also proposed.

Implement a set of strategic city-wide traffic filters

2 **Action 2 – Develop proposals for a set of strategic traffic filters for locations across Oxford.**

We need to change and revive our streets, to make journeys by walking, cycling and bus, safe, direct, and with attractive journey times compared to car use.

To readdress the balance of directness and journey times in favour of sustainable travel, a review of existing access arrangements for car use is proposed. This will be realised through a set of strategic traffic filters. Traffic filters are points on roads through which only certain types of 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.

[16] Oxford City Council, *Oxford City Council Air Quality Action Plan 2021-2025,* 2021

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Traffic filters will reduce traffic and congestion, which will make bus journeys quicker and more reliable. They will also make cycling and walking much more attractive options for people making journeys within the city.

Car access will still be possible to all areas; however, journeys by car may take longer and be less direct. Internal car trips within the city will likely be required to use the Oxford ring road. By contrast, journeys by active travel and public transport will be able to move directly between areas passing through the traffic filters.

In total six traffic filters across the city are proposed to help realise this approach. Three of these are proposed in the city centre on:

- St Cross Road
- Thames Street
- Hythe Bridge Street.

The remaining three filters are proposed for:

- St Clements
- Marston Ferry Road
- Hollow Way.

The locations have been strategically chosen to reduce traffic in certain parts of Oxford. Some of the filters are on roads with relatively few people cycling and buses, but the filters will work together as a system to reduce traffic on roads that do have high volumes of buses and people cycling.

The location of traffic filters will be finalised following further engagement, public consultation, and detailed work. As part of this process, additional traffic filters may be proposed.

A number of Low Traffic Neighbourhoods (LTN's) have also been implemented across Oxford. The LTN's in Cowley have been made permanent (July 2022), with some modifications, whilst other LTN's across other parts of East Oxford are currently being trialled through Experimental Traffic Regulation Orders (ETRO). The strategic traffic filters proposed in this plan have been designed to work with the East Oxford LTN traffic filters at Divinity Road, Southfield Road, Rectory Road, and Princes Street in place. If these four LTN filters are not made permanent following the ETRO LTN trial, the traffic filter proposals would need to be amended to include them to prevent wider unacceptable traffic increases on these four roads.

Implement a Workplace Parking Levy and Localised Parking Measures

3   **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.**
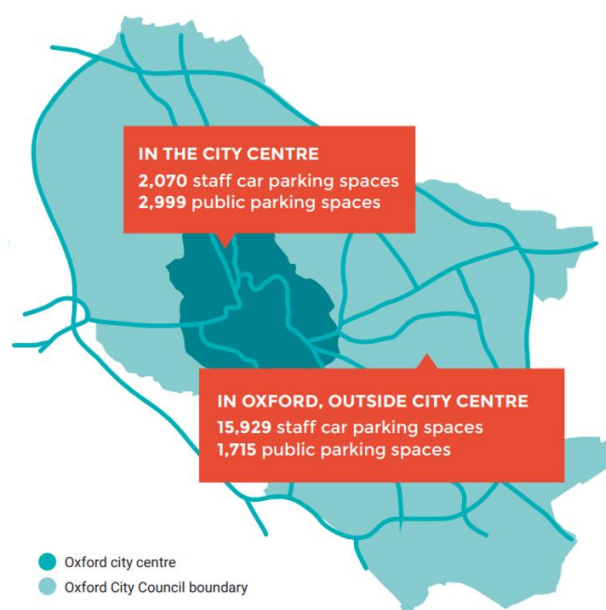
4   **Action 4 – Develop proposals for further Controlled Parking Zones (CPZ) across the city and to review eligibility and quantity of permits in existing CPZ areas.**

Workplace parking

There are approximately 18,000 workplace parking spaces (measured pre-covid) across the city, the majority of which (88%) lie outside of the city centre. The abundance of this provision – the majority of which is free, makes driving to work in the Oxford area very attractive.

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Car Parking Provision in Oxford*

IN THE CITY CENTRE
2,070 staff car parking spaces
2,999 public parking spaces

IN OXFORD, OUTSIDE CITY CENTRE
15,929 staff car parking spaces
1,715 public parking spaces

● Oxford city centre
● Oxford City Council boundary

*Data collected pre-Covid

A Workplace Parking Levy (WPL) would be an annual charge to businesses for staff parking spaces at their premises.

It would have a number of distinct benefits including:

- An encouragement for employers to reduce the supply of workplace parking. In Nottingham immediately following implementation of a WPL, the number of liable spaces dropped by 6% from 26,916 (2012/13 baseline) to 25,840 (2019/20 Covid-19).[17]

- By law, the funds generated by the WPL must be used to improve transport in and around the city.

- A WPL will encourage commuters to use an alternative, less polluting means to get to work, rather than travelling in private cars. This could include walking, cycling or the use of public transport.

- A WPL can help reduce traffic and generate funds to improve alternatives to car travel, including more bus services and better cycle lanes.

To ensure that commuter parking is not displaced locally, further Controlled Parking Zones (CPZ) across the COTP area may be required. Where implemented, CPZs have been extremely successful in managing on-street parking and removing commuter parking. Currently there are 43 CPZs across Oxford, four of which are part time and are specific to activity related to the Kassam stadium. The county council plans to implement a further 13 CPZs, including a re-designating of the four part time CPZs. We also propose a review of eligibility and quantity of permits issued per property to ensure parking pressure is effectively managed.

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[17] Leicester City Council, *Leicester Workplace Parking Levy Business Case,* 2021, page 28, Leicester Workplace Parking Levy – Business Case

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Public Parking

<div style="border:1px solid green; border-radius:20px;">

5   **Action 5 – Support 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.**

</div>

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6   **Action 6 – Remove on-street public parking where necessary on corridors identified in the strategy as either being active travel Primary Routes (Quickways) or situated on core bus routes.**

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<div style="border:1px solid green; border-radius:20px;">

7   **Action 7 – Regularly review parking pricing to favour sustainable travel.**

</div>

In comparison to other cities, Oxford's level of public parking provision is low. Across the city (pre-covid), there were an estimated 4,714 public parking spaces, the majority of these located within the city centre area (3,000). The demand to access parking contributes significantly to increasing congestion across the City, especially on main public transport and cycling routes.

A significant proportion of public parking is off-street parking provision, which is typically owned and managed by other local authorities or public/private bodies. We will work with others to reduce the impact of this parking and encourage other ways to travel.

In Oxford city centre, a number of the off-street public car parks are identified for closure or a significant reduction in spaces, including Gloucester Green (105 spaces), Worcester Street (200 spaces), Oxpens (179 spaces) and Oxford Station (556 spaces).[18] An increase in parking provision will in general not be supported. For existing public parking provision across central Oxfordshire, we will support a case-by-case review of provision. In some instances, it may be that there is a negligible congestion or emissions impact related to a particular public parking site. In other instances, there may be significant congestion and/or emissions related challenges for a particular site. In some cases, we may support an alternative land use for a particular site. In reviewing public parking provision, we recognise that across district centres and town/village centres, parking can play a locally important role in supporting local vitality and is essential for access for Blue Badge Holders/disabled parking permit holders.

An attractive public parking offer, embedded as part of a network of transport hubs across the area and combined with effective sustainable travel links, represents an important component for reducing parking demand, particularly in the city centre.

We will support independent public car park operators across the area in a review of their parking charging rates to ensure that where sustainable travel options are available, these represent the most cost-effective mode of travel.

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[18] Oxford City Council, *City Centre Car Parks,*
https://www.oxford.gov.uk/directory/8/car_parks_in_oxford/category/53/categoryInfo/10

On-street public parking across the COTP area is typically the responsibility of the county council. On-street parking can often be a source of delay and restrict opportunities to reallocate road space in favour of sustainable travel. On those routes identified as either being on active travel Primary Routes (Quickways) or on a core bus route (see 'Proposed central Oxfordshire active travel network' and 'Proposed central Oxfordshire public transport and transport hub network' figures) across the area, the council will review and remove on-street parking provision where it compromises the functioning of these streets. Motorcycle parking will also be considered. A shift to electric motorcycles contributes to our targets and in some locations, it may be appropriate to increase space for motorcycle parking, such as at transport hubs. Where this is appropriate, facilities such as electric motorcycle charging and ground anchor points will be considered.

We will regularly review the pricing of on-street parking across the area based upon a zonal charging system, to ensure that where sustainable travel options are available, these represent the most cost-effective mode of travel.

Collectively the travel demand management measures of zero emission zone, traffic filters, workplace parking levy, and parking management represent a significant step towards achieving our targets for reducing car use and delivering a net-zero transport network. Across the COTP area, we will regularly monitor levels of congestion, car use and air quality against strategy targets. This will help to determine whether further travel demand management measures are necessary across the area.

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Making space for, and improving 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 simultaneously provide choice and make this more attractive. This would improve the quality and extent of the public transport and active travel offer across central Oxfordshire.

Our plan implements a travel hierarchy that prioritises sustainable travel with walking at the top. Our plan also delivers a comprehensive, quick, reliable, zero emission, high quality public transport offer, that safely moves large volumes of people around the transport network in a safe and efficient manner.

Transport user hierarchy

Page 73
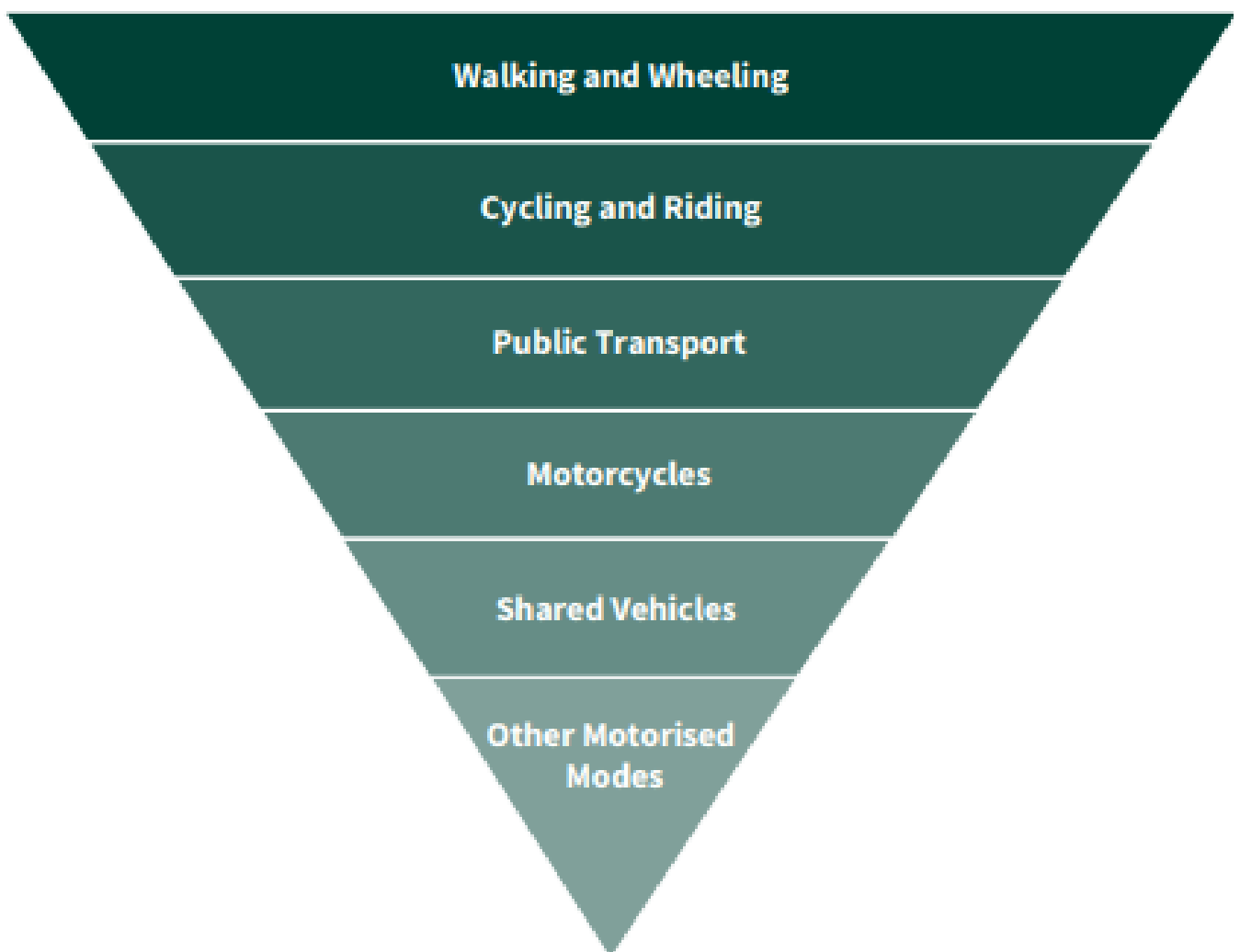
Active Travel

The central Oxfordshire area is internationally renowned for its high levels of active travel. A compact urban city, Oxford has the second highest rate of cycle use in the UK after Cambridge, whilst the city also has the fourth highest level of walking (at least once a week) of all UK local authorities. [19] [20] However, a strong and growing active travel base in the area is in spite of conditions, provision and routes that often have very poor outcomes for users. Strong and growing active travel use is not universal across the central Oxfordshire area.[21] In the Oxford area, 91% of cycle trips are made by people who frequently cycle. [22] Most of the city's adult population - around 60% - do not cycling at all.[23] More remote locations across the area and residential areas located outside of the city's ring road typically have lower levels of active travel. These are locations where there are often fewer local services and where roads and railways create severance, obstructing access to amenities.

With a significant number of new homes planned for delivery outside the city's ring road, where active travel proportions are historically lower, improving active travel provision and increasing the number of active travel users is essential to meet our target for a reduction in car use of one third by 2040.

The county council's adopted Local Cycling and Walking Infrastructure Plans (LCWIPs) for Oxford and Kidlington, together with the Oxfordshire Strategic Active Travel Network, provide the basis for the active travel improvements that are planned across the central Oxfordshire area.[24]

Central Oxfordshire Cycle Network

8   **Action 8 – Deliver a central Oxfordshire cycle network, consistent with the Oxfordshire Strategic Active Travel Network and the latest LCWIP plans**

A comprehensive network of cycle routes linking residential and employment areas is proposed. The routes comprise a mixture of Primary Routes (Quickways), Secondary Routes (Quietways), and Connector Routes. Together these form a network of over 70 routes across central Oxfordshire.

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[19]Department for Transport, *Walking and Cycling Statistics, England: 2019;* 2020; https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906698/walking-and-cycling-statistics-england-2019.pdf

[20] Department for Transport, *Walking and cycling statistics,* 2021, https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw

[21] Environmental Change Institute University of Oxford & Bioregional, *Pathways to a zero carbon Oxfordshire,* 2021, https://www.eci.ox.ac.uk/publications/downloads/PazCo-final.pdf

[22] ALS 2015-17

[23] ALS 2015-17

[24] Oxfordshire County Council, *LTP4 – Active and healthy travel – Approved LCWIPS,* https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-and-healthy-travel
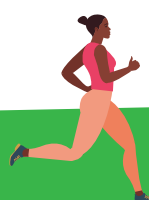
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Active Travel Route Classification

Intervention	Detail
Primary Routes (Quickways)	Form the core of the network and extend along main radial/ arterial transit corridors
Secondary Routes (Quietways)	Routes which offer a lower trafficked alternative route choice between key trip attractors and residential areas
Connector Routes	Shorter distance cycle routes that connect urban edges

The prioritisation of active travel routes where improvements will be delivered will be based on:

- Routes which provide connectivity between planned large growth sites and local amenities.
- Routes with the greatest propensity to see increases in cycling (including radial routes and routes linking to/from the city centre).
- Routes required to complement wider traffic measures, for example orbital routes across east Oxford.
- Routes highlighted with poor or no provision, for example B4044 Botley – Eynsham route.

Where dedicated cycle priority is delivered, every effort will be made to deliver consistency and continuity in route treatment, whilst acknowledging that street widths, mature trees and street furniture can often be constraining factors. Ensuring cycle infrastructure can be used by all types of cycles (adapted bikes, recumbent bikes, trikes, tandems, cargo bikes etc) will be part of the design process to ensure an inclusive active travel network is developed. we will work to the design standards for cycle provision set out in the LCWIP and national design guidance notes like LTN 1/20.[25]

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[25] Department for Transport, *Cycle Infrastructure Design Local Transport Note 1/20,* 2020, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

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Proposed central Oxfordshire active travel network

Legend
- Active Travel Primary Routes (Quickways)
- Active Travel Secondary Routes (Quietways)
- Strategic Development Sites
- Active Travel route detail TBC
- Detail TBC

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Signage and wayfinding

> **9** **Action 9 – Deliver a wayfinding scheme across central Oxfordshire's active travel network**

Clear and comprehensive wayfinding directional signage is beneficial for all active travel users. It has several functions:
- Helps residents and users understand and interpret the local geography based on active travel routes rather than conventional road numbering
- Helps people find their way along a cycle or walking route
- Helps people interpret maps or apps on the ground
- Reassures people of the destination and time needed to reach the destination
- Legitimising the use of the road by people cycling, both to people cycling and private vehicle users
- Altering driver behaviour to recognise people cycling's use of roads
- Increasing safety and comfort by guiding people cycling through junctions

Provision of wayfinding signage is currently inconsistent across central Oxfordshire.

A focus on junctions

> **10** **Action 10 – To help meet Vision Zero, deliver junction improvements for active travel users where there:**
> **a) is a poor road safety record for those who are walking or cycling**
> **b) is insufficient dedicated infrastructure for those walking or cycling**
> **c) is significant severance for those walking and cycling**

Collisions at junctions make up 65% of all reported incidents across the central Oxfordshire area. Of those who were either seriously or fatally injured, people cycling and walking comprise a large proportion (62%).[26]

Addressing junction design is critical to increasing active travel use across the area by making it safer to walk and cycle and changing the perception around the safety of walking and cycling.

Funding will be prioritised into junctions with a poor road safety record for those walking and cycling, junctions where there is insufficient dedicated infrastructure for those walking or cycling, and junctions that are used by people to cross roads that are causing severance (such as the Oxford ring road, A34, A40 and A44). Proposed measures could include:

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[26] Oxfordshire County Council analysis of traffic collision data

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- Active travel crossings, provided both at street-level and/or via bridges/ underpasses

- Shorter waiting times, for example at signal crossings, for people walking and cycling to cross busy roads.

- Reducing the speed limit on the Oxford ring road to 50mph throughout. A number of stretches of the route are currently already 50mph including through Botley (A34) and along the eastern bypass.

In addition, a focus on localised junctions and side roads is equally important for improving safety, reinforcing hierarchy of user priority, and reinforcing the continuity of active travel routes. We will continue to deliver side road entry treatments, continuous footway design treatments (Copenhagen Crossings) and raised tables across central Oxfordshire.

Cycle parking and cycle hire

11 **Action 11 – Deliver:**
a) **increased cycle parking at key destinations including for non-standard bikes**
b) **a public hire cycle scheme including e-bikes, and which could also include e-scooter provision**

Secure cycle parking is essential to increasing cycling by ensuring people can safely park their bike close to their destination. A key issue is where the demand for cycle parking, such as in the city centre and district centres, exceeds the formal provision.

The opportunity to redesign key transport interchanges, such as Oxford Station, Gloucester Green Bus and Coach Station, and the Park and Ride sites, as transport hubs presents an opportunity to significantly expand the quality and quantity of cycle parking facilities available.

The design and layout of cycle parking will be inclusive to accommodate a wider range of bike types. Existing cycle parking usually accommodates only a standard design of bike. To meet our targets to increase cycling, safe, secure, and accessible cycle parking to accommodate a wider range of bikes (longtails, bikes with trailers, adapted bikes, recumbent bikes, trikes, tandems, cargo bikes etc) will be provided.

Transport hubs and interchange facilities present an opportunity to have a public cycle hire scheme. Public hire cycle schemes have previously and in some cases continue to operate across the central Oxfordshire area. With a high transient population of students and tourists, a scalable cycle hire scheme has significant potential, and is likely to attract interest from a number of operators.

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Public Transport

The public transport network across central Oxfordshire combines high frequency inter-urban bus corridors, with local rail connections on main lines.

We propose a strategic public transport network for the central Oxfordshire area (see Proposed strategic public transport network, below), which continues to operate with Oxford as the area's central hub. The wider network shows how enhanced and attractive inter-urban bus routes will continue to play a vital part of the public transport network, by connecting both existing areas and those where development is planned. The bus network will sit alongside an expanded local rail network, which complements and provides strategic interchange between the two.

Proposed strategic public transport network

Key
- ▪▪▪▪ Rail
- ━━━ Premium Bus Route
- ○ Rail Interchange
- ● Major Transit Stop
- ━━━ Coach Route
- ━━━ Airport Link Router

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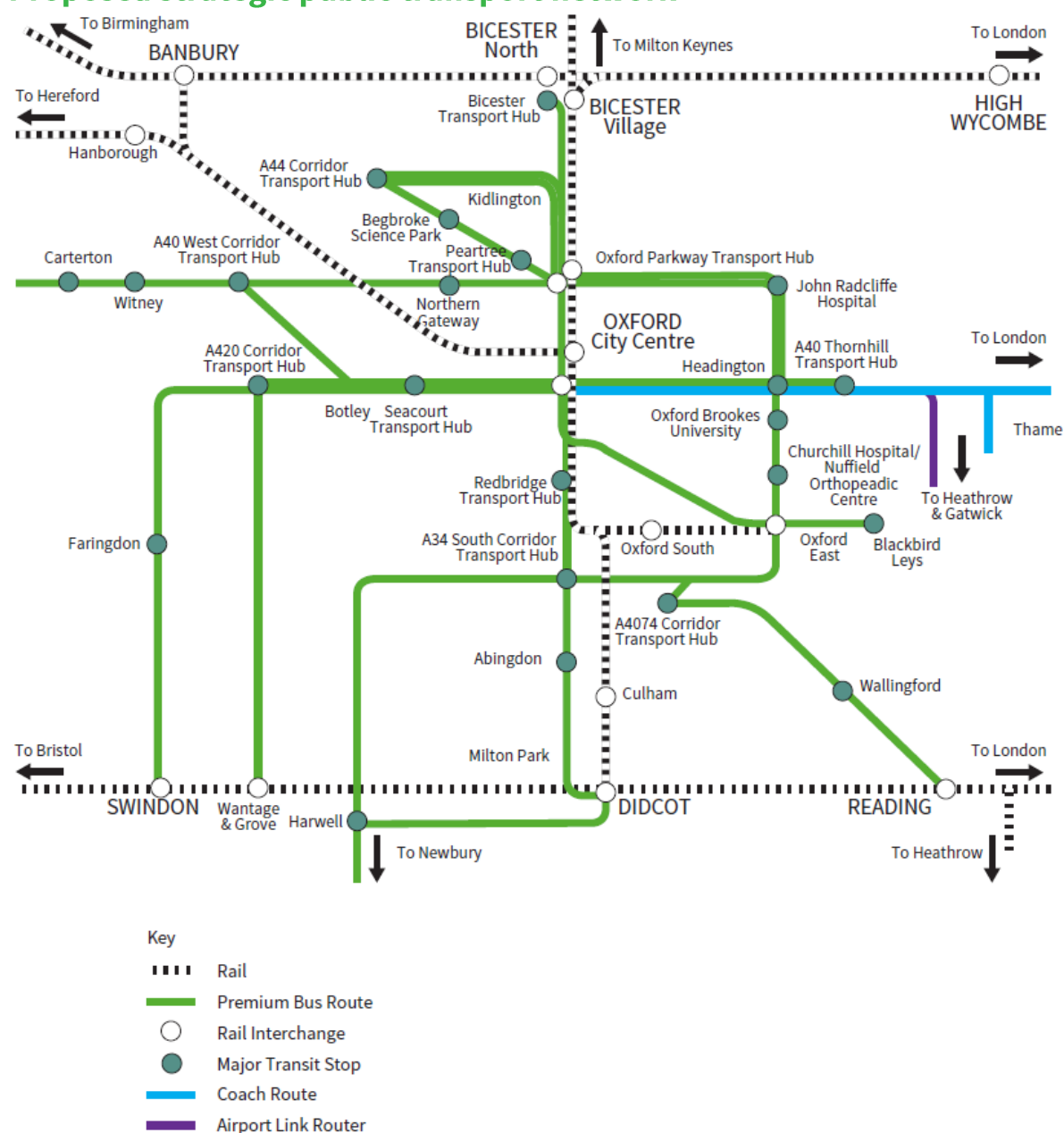
Bus

Central Oxfordshire's bus network has traditionally been very successful, with exceptionally high levels of demand and frequency. As a consequence, there are more than 20 buses per hour on some radial routes in Oxford with early and late-night services. Complementing local urban services are an established network of inter-urban bus services radiating from Oxford and extending out to market towns including Abingdon, Banbury, Bicester, Thame, Wallingford, and Witney. These inter-urban routes are a distinctive feature of Oxfordshire's bus network. Their levels of service are arguably not matched anywhere else in the UK.

Projecting forward, significant planned growth means that the role of public transport across the central Oxfordshire area will become increasingly important as a facilitator in moving large numbers of people efficiently around the transport network.

Despite a potential strong future basis for bus patronage, over the years leading up to the COVID-19 pandemic, bus patronage had been falling across Oxfordshire. This has been due to increasing levels of traffic congestion, delays to bus services and poor journey reliability. Across the wider county in 2019, 82% of bus passengers indicated that they were satisfied with 'on-bus journey times.[27] This level of satisfaction is below levels of many other transport authority areas, with 'congestion/ traffic jams', the most frequently cited reason affecting journey times.

In addition, the COVID-19 pandemic resulted in a significant further fall in bus patronage. This was felt particularly strongly across the central Oxfordshire area. As a result, bus patronage in the Oxford area is currently (June 2022) at around 75% of equivalent pre-COVID-19 pandemic levels.[28]

Promptly reversing the downward trend in bus patronage is essential to meeting our targets of reducing car travel and delivering a zero emission transport network. Achieving this requires a co-ordinated package across Oxfordshire, as outlined in the Oxfordshire Bus Service Improvement Plan [29]. Through the Enhanced Partnership (EP) with local bus operators, we propose the following measures within central Oxfordshire:
- Invest in bus priority measures including traffic filters, priority at signals and bus lanes
- Invest in environmentally friendly vehicles, initially through the Zero Emission Bus Regional Areas (ZEBRA) grant.

Delivering these measures will make it possible to 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.

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[27] Transport Focus, *Bus passenger survey Autumn 2019,* 2020, Bus-passenger-survey-autumn-2019-main-report.pdf (d3cez36w5wymxj.cloudfront.net)
[28] Oxfordshire County Council Bus patronage data
[29] Oxfordshire Bus Service Improvement Plan

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Investing in bus priority measures

12 | **Action 12 – Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area.**

Within Oxford, delivery of the proposed travel demand management measures represents the single most impactful measure to improve and provide for bus priority.

Whilst traffic filters provide bus journey time improvements within the city ring road, it is equally important improvements to bus journey times relative to the car are made both on the ring road and along key inter-urban bus routes. Significant existing commuting into Oxford largely by car, combined with planned development sites on the edge of the area, increases the need for further bus priority measures on these corridors.

A number of bus priority measures on the Oxford ring road or along inter-urban routes are already committed, including:

- A40 - eastbound bus lane between Eynsham park and ride and A40/A44 Wolvercote roundabout. To be delivered by 2025.
- A40 - westbound bus lane between A40 Dukes Cut and Eynsham park and ride. To be delivered by 2025.
- A44 - southbound bus lane between Cassington Road and Peartree Interchange – to be delivered by 2024.

These committed bus priority measures are likely to lead to further bus priority being considered on other key bus corridors such as the A34, B480, A420, A4074 and the Oxford Eastern bypass. Together these form the basis of a core bus network across the central Oxfordshire area. Features of a core bus network are:

- a regular frequency of service (at least every 10-15 minutes) throughout the day and week
- high levels of dedicated bus priority throughout their routes
- strict kerbside controls
- link directly between and across the areas network of transport hubs.

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Proposed central Oxfordshire public transport and transport hub network

Legend
- — Core Bus Network
- ● Transport Hub
- ▨ Transport Hub Detail (TBC)
- 🚆 Proposed Railway Station
- 🚆 Current Railway Station
- — Rail
- ▨ Strategic Development Sites
- ■ Detail TBC

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Investing in environmentally friendly vehicles

13 **Action 13 – Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024/25 and a fully zero emission bus fleet by 2030.**

A significant proportion of the central Oxfordshire area, including the whole of Oxford, is covered by an Air Quality Management Area where the annual mean nitrogen dioxide (NO_2) threshold levels are regularly exceeded. Road transport is the main source of emissions (68% in Oxford) causing air quality exceedance. Up to 70%of emissions accountable to transport come directly from buses in locations like St Clements Street / The Plain where there are high bus flows.[30] [31]

Working with local bus operators, we will roll out a fleet of zero emission buses across the area. Funding awarded through the Zero Emission Bus Regional Areas (ZEBRA) scheme together with council and bus operator funding, will see the first phase of this ambition realised through the delivery of 159 electric local buses. Covering a large proportion of the COTP area, these buses will be used on routes in Oxford by 2024.

Using alternative fuel sources on longer inter-urban bus routes represents a bigger challenge; however, there are aspirations that hydrogen fuelled vehicles may play a role, to ensure that the local bus fleet of urban and inter-urban services will be zero emission by 2030.

Demand Responsive Travel

In addition to conventional fixed route bus services, we remain open to options for Demand Responsive Travel (DRT) bus services where they may fulfil a role in meeting local transport need. This could include a service to areas which are traditionally challenging to serve through conventional fixed bus services. The 'Pick Me Up' service run by Oxford Bus Company across the Oxford area in 2018 represented an example of how such a service could be formed, although operating conditions would need to be radically improved to enable commercial operation.

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[30] Ricardo, *Oxford Source Apportionment Study,* 2020, page 30, https://www.oxford.gov.uk/downloads/file/7320/oxford_source_apportionment_study
[31] Oxford City Council, *Air Quality Annual Status Report,* 2021, page iv, https://www.oxford.gov.uk/downloads/file/8003/air_quality_annual_status_report_2021

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Rail

> **14** **Action 14 – Alongside partners, deliver:**
> a) **Oxford Station enhancements**
> b) **a passenger rail service and two new passenger stations on the Cowley Branch Line**
> c) **local rail capacity and service frequency enhancements**

As set out in the Oxfordshire Rail Corridor Study[32], across the central Oxfordshire area there are opportunities to increase the frequency and capacity of local rail services at locations of planned significant growth such as Culham, Cowley, Hanborough and Oxford Parkway. An enhanced local rail offer, complementing the bus network, provides greater opportunity for sustainable local travel.

A subsequent rail strategy for the county will set out the county council's wider aspirations and details for rail improvements across the county.

Developing the local rail network across the COTP 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

Oxford Station Enhancements

Rail infrastructure at Oxford Station is close to full capacity and requires capacity enhancements to accommodate an increase in services planned for 2024. Delivering capacity enhancements for passengers and trains at Oxford station is therefore a fundamental first step to delivering wider rail improvements in the area.

Delivery of a new western entrance and additional line capacity at the station to be delivered by Network Rail has already been approved. These works will be completed by 2024 and will include a widening of A420 Botley Road under the railway bridge. This will provide wider pavements for people walking and segregated cycle lanes.

Working alongside Oxford City Council and Network Rail, we support the proposal for an updated Oxford Station masterplan reflecting the requirements for:

- major rail capacity and passenger improvements including accommodation of East-West rail services
- significantly enhanced sustainable transport interchange facilities i.e., bus and taxi provision

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[32] Oxfordshire Rail Corridor Study (networkrail.co.uk)

- significantly enhanced and accessible cycle parking facilities and pedestrian focussed environment.

Joint work on the Oxford Station masterplan is expected to commence in later in 2022.

Cowley Branch Line

It is proposed the existing rail line, currently used for freight to and from BMW Group Plant Oxford in Cowley, is reopened for passenger services for the first time since 1963. Two new stations are proposed on the route:

1. Oxford East - At Blackbird Leys servicing the local community, Oxford Business Park and the strategic housing site at Northfield
2. Oxford South –At Littlemore servicing the local community, Oxford Science Park and the strategic housing site at Grenoble Road

Active travel and public transport links will be prioritised for connections to and from the new stations.

Upgraded rail services are expected to act as an extension of the London Marylebone services in the first instance, with up to two passenger services an hour, in addition to freight services. Subject to funding being secured, the earliest a service is considered deliverable is 2026.

The route will be delivered by Network Rail and will need significant line upgrades. Subject to funding being secured, the earliest a service is considered deliverable is 2026.

Transport hubs

15 **Action 15 – Deliver a transport hub strategy for a network of transport hubs across Oxfordshire**

We are focusing on the transport hub concept (also known as mobility hub) as a way to create new and improve existing transport interchanges. 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 can also include additional facilities such as shops or kiosks and provide up to date travel information to both attract and benefit users.[33] For example, transport hubs 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.

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.

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[33] CoMoUK, *Transport hubs Guidance,* What - CoMoUK

Further studies will bring forward the concept of transport hubs across Oxfordshire and look at existing facilities and how to adapt and expand them where necessary. As plans develop, a focus on how to improve interchange for disabled people at transport hub sites will be essential to ensuring practical access for all to our transport networks.

To date, the Park & Ride sites have fulfilled some of the roles transport hubs could offer. Traditionally, they been very successful at reducing congestion and supporting a shift to sustainable travel modes. Since the COVID-19 pandemic; however, these sites have become underutilised as travel habits and patterns have shifted.

Intercepting car journeys closer to source where attractive sustainable travel options are available is a desired principle. It might therefore be the case that on some transit corridors, multiple transport hubs of varying scales are an appropriate response.

Examples of transport hubs in Bremen[34] (left) and Vienna (right)[35]
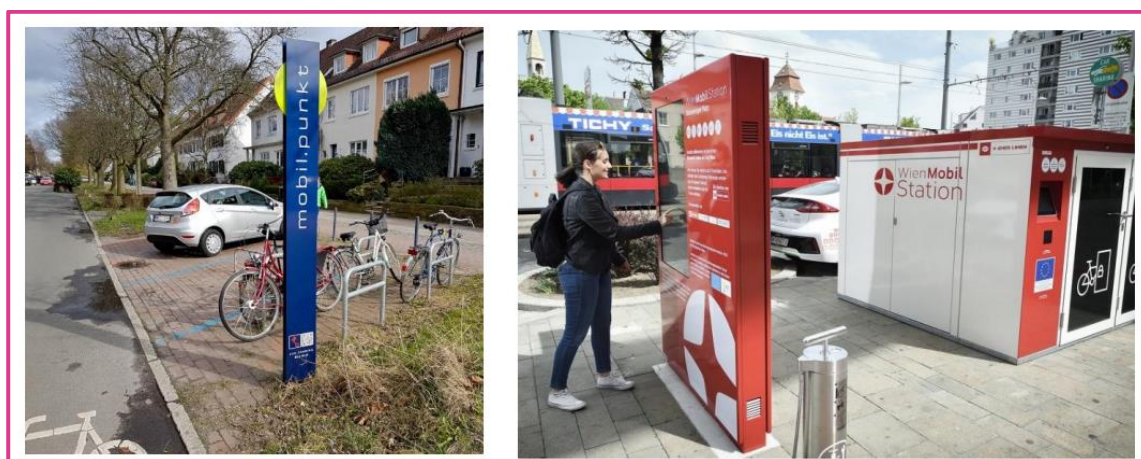
Taxis and Private Hire

Taxis and private hire vehicles will continue to be an important part of a balanced central Oxfordshire travel network. We will work to ensure a high level of accessibility for taxis and private hire services is afforded at transport hubs and transport interchanges across the COTP area.

Consistent with the council's proposals to deliver an expanded ZEZ in Oxford, we will work with taxi and private hire operators to encourage an investment in electric vehicles for their fleets.

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[34] https://commons.wikimedia.org/wiki/File:Mobil.punkt_in_Bremen.jpg
[35] https://www.bildstrecke.at/picture.php?/22964

Delivering efficient movement of goods and services

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

Deliveries and servicing are an essential part of a thriving economy. Delivering a net-zero transport network by 2040 cannot be achieved without considering how freight operates.

The amount of goods being moved has been steadily increasing over the last 10 years (2009-2019).[36] As trends in how goods are moved and received and customer expectations change, it is necessary to review freight and delivery processes, to ensure that they are being undertaken in a manner which is efficient for the transit network and works towards our targets to reduce vehicle use, emissions and improve road safety.

Reducing the number of freight vehicles on the network could be achieved through a transfer and consolidation of freight and delivery activity, 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. Geographically the study will consider if there is benefit in consolidation centres being co-located with transport hubs.

How freight consolidation works

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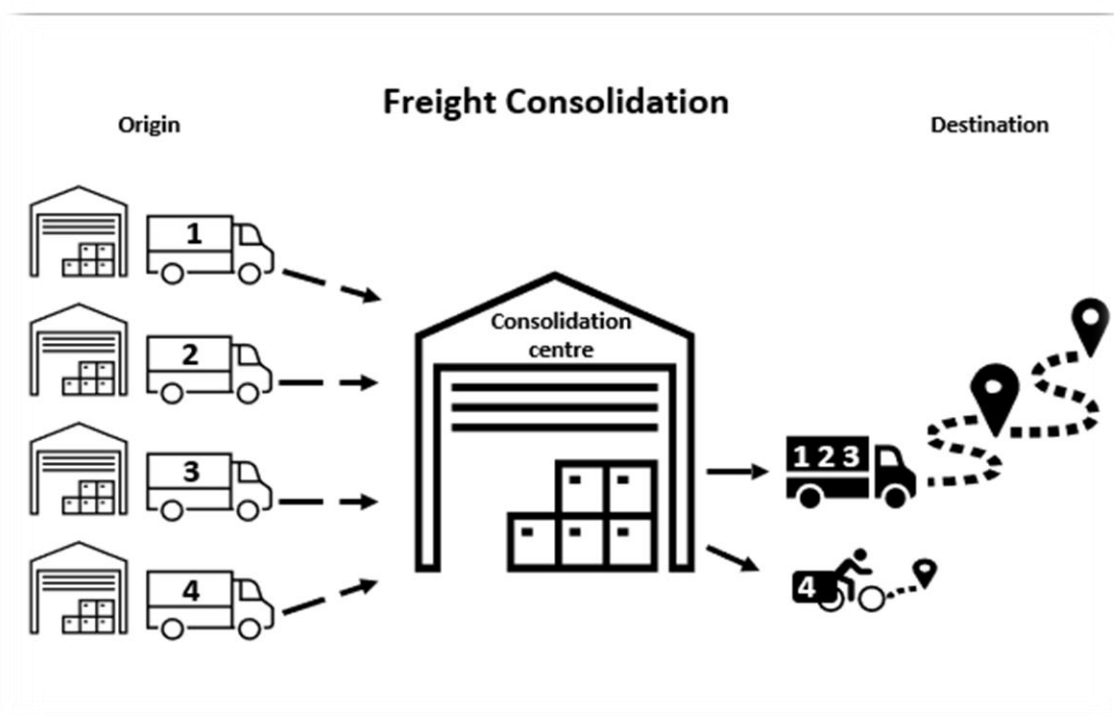
[36] Department for Transport, *Domestic road freight statistics 2019,* 2020*,* domestic-road-freight-statistics-2019.pdf (publishing.service.gov.uk)

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Whilst cycling first/last mile freight options can complement road freight it will not replace it entirely. Measures like the ZEZ are therefore key interventions to encouraging the uptake of electric vehicles for freight delivery where larger vehicles are needed.

Reducing Heavy Goods Vehicle (HGV) movements

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

Whilst Oxford has an extensive 7.5 tonne weight restriction, many heavy goods vehicles (HGVs) still enter the city in order to service businesses, properties, and development sites. Their presence on local streets is often a significant safety concern for those who might consider active travel options like cycling or walking. [37]

Where HGVs and larger vehicles require access to the city's streets, it is important that they operate safely. The council has adopted a county Vision Zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets. As part of this wider county initiative, we will investigate the implementation of a Safer Lorry Scheme.

An example of a Safer Lorry Scheme is operated by Transport for London where vehicles over 3.5 tonnes are required to meet specific safety requirements such as:

- Be fitted with Class V and Class VI mirrors giving the driver a better view of cyclists and pedestrians around their vehicles
- Be fitted with side guards to protect cyclists from being dragged under the wheels in the event of a collision.

It is proposed that a safer lorry scheme pilot be run in all or part of central Oxfordshire before being rolled out across the whole of Oxfordshire.

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[37] Oxfordshire County Council, *Oxfordshire Cycle Survey 2019 Summary Report*, Oxfordshire CYCLE SURVEY SUMMARY REPORT

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Theme Two: Healthy, fair, and liveable communities

Enabling and encouraging people to 'live local' is essential to meeting our targets to reduce car trips, increase cycle trips, and deliver a net-zero transport network. Living locally is about people having the range of amenities, facilities, and services they need for everyday life available within their neighbourhood. Having what we need local to us reduces travel demand and increases the opportunity to travel by walking, cycling or public transport instead of using the car. This in turn has a range of positive physical health, mental health, and social inclusion benefits.

Demand for travel is generated by a number of different factors. National data shows that leisure related trips (26%) represent the most common trip purpose.[38]

Trip Purpose Data[39]

Trip purpose	% of Trips	Average Distance	Travel Mode
Leisure	26%	10.9 miles	70% car, 16% walk, 2% cycle
Shopping	19%	3.9 miles	65% car, 25% walk, 1% cycle
Commuting	15%	9.1 miles	61% car, 12% walk, 4% cycle

There is significant opportunity for more trips to be made locally within distances that are easily walkable or cyclable for a significant proportion of the population. In urban environments, for distances less than 3-5 miles cycling is typically the quickest form of travel; walking is also the most time efficient travel mode for very local trips.

Enabling people to feel confident about walking and cycling for local trips is central to our Vision Zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets. To realise this vision; however, requires a change of approach from the current situation where at a national level people walking are 17% more likely to be killed or seriously injured on minor roads for every mile a vehicle travels than on major roads.[40]

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.

Large proportions of the area's urban population are already within a short walking distance of a range of everyday facilities; however, this accessibility is not universal across the area.

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[38] Department for Transport, *National Travel Survey: England 2019,* 2020, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906276/national-travel-survey-2019.pdf
[39]Department for Transport, *National Travel Survey: England 2019*, 2020, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906276/national-travel-survey-2019.pdf
[40] https://www.icevirtuallibrary.com/doi/full/10.1680/jmuen.16.00068

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With significant housing growth planned for the urban edge of Oxford, it is essential that improvements to the existing transport networks, including walking and cycling routes, based on the existing or proposed location of facilities, services and amenities, and living locally principles are embedded as part of new developments. Key to this is providing walking, cycling and public transport routes to and through district centres, and co-locating core facilities in close proximity.

Toolkit of transport measures for liveable streets

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

Developing liveable communities across the COTP area is embedded with wider planning and land use decisions. This will require close working with Local Planning Authority partners and with local communities to understand their needs.

In developing district centres and liveable communities, the county council has a role to play in providing safe streets and attractive active travel options. We will work with local communities to develop and deliver a toolkit of potential transport interventions. These will collectively work towards creating attractive, inclusive, liveable, safe streets for communities. Transport interventions in the toolkit could include:

- A package of co-ordinated local traffic filters and/or vehicle movement restrictions
- Timed vehicle restriction measures around schools and on neighbourhood streets to encourage child play and active travel
- Traffic calming measures. (i.e., reduced speed limits to 20mph, speed cushions/ chicanes, raised tables etc)
- Local active travel infrastructure (i.e., crossings, bridges, cycle parking, cycle hangers etc)
- Public realm measures such as parklets where on-street car parking space is repurposed as a social space with seating and planting
- Community activation – measures to ensure that those with greatest need benefit from these improvements e.g., Ready Set Go by Oxford Hub[41]; You Move.[42]

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[41] Oxford Hub, *Ready Set Go,* Ready Set Go — Oxford Hub
[42] GO Active, *You Move,* You Move | GO Active (getoxfordshireactive.org)

Artist's impression of urban centre healthy place shaping principles[43]

Within local communities and district centres, there is also an opportunity to develop the services and facilities local transport hubs may be able to offer beyond those of transit and interchange. This could include facilities for virtual working and enhanced broadband connectivity, or other health, education, and leisure services.

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[43]England's Economic Heartland

Theme Three: A dynamic and innovative place

We want the central Oxfordshire area to be recognised as a vibrant, sustainable, inclusive, world leading economy, driven by innovation, enterprise, and research excellence.[44] Transport and connectivity will play a significant role in helping achieve this aim, which will be guided by a strategy focussed on delivering places that put people first.

A people focussed plan for Oxford city centre

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

Oxford city centre and the development sites at Oxpens and Osney Mead are significant areas of focus for existing and future innovation. The city centre and West End have the county's largest concentration of retail, cultural and social assets and on a daily basis cater for a significant number of people and their travel movements, including approximately 7 million tourists visit per year.[45]   Pre-COVID-19 pandemic, on average 150,000 people journeyed into and out of the centre each day.[46]

The city's historic core and narrow medieval streets create competition between uses. To move people more efficiently in this context requires a reallocation of existing road space from cars to public transport, walking and cycling. Currently, areas like St Giles and Broad Street disproportionately provide large sections of streetscape to motorised vehicles, compared to the significantly greater number of active travel users in these areas who comparatively have very limited formal space.

The proposed travel demand management measures, including traffic filters and a ZEZ, are expected to play a significant role in helping to improve the priority for people focussed place in the city centre.

Locations like St Giles and Broad Street have significant potential to become active civic spaces and places for people to spend time. At the moment, opportunities for markets and other regular organised activities in the city centre are broadly limited to Bonn Square, Gloucester Green and Leiden Square in the Westgate. Measures like those implemented at Frideswide Square and through the Broad Meadow trial at Broad Street give an example of what could be achievable across these large civic spaces.

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[44] Oxfordshire's Strategic Economic Plan, 2016
[45] Oxford City Council, *Quick facts,* https://www.oxford.gov.uk/info/20124/economy/454/economic_statistics
[46] Oxfordshire County Council, *Oxford LCWIP,* 2020

Artist's impression of potential reallocated space at St Giles and Oxford High Street

Case Study – Broad Meadow, Broad Street, Oxford

In 2021, the western part of Broad Street in Oxford was transformed into "Broad Meadow" – a temporary outdoor space containing wildflower meadows, lawns and seating on land normally occupied by car parking and road space. During its installation, the space was used for a range of civic activities including café seating, street performers and market stalls. Following the success of the scheme, further proposals to alter the layout of Broad Street are being progressed by the county council for implementation in later 2022.

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The COVID-19 pandemic also provided an opportunity to reimagine how spaces across the city centre could be transformed to a more people focussed environment. With support of the city council more than 50 city centre businesses were provided with support for outside tables and chairs, including the part-pedestrianisation of St Michael's Street and George Street (temporarily).[47] As the city develops to support more housing provision, night-time and leisure uses as part of a successful, 24-hour city centre offering, it will be increasingly important to readdress this balance to develop a human scale, people focussed city centre, we plan to do this through developing, with partners, a City Centre Movement Framework.

We will seek to balance a people focused city centre which provides:

- attractive cross city connectivity and interchange facilities for people using cycles and public transport
- access for people with disabilities
- access for deliveries.

Tourist Coaches in the City Centre

20 **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**

Each year circa £1 billion is generated by Oxford's visitor economy. 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.

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[47] Oxford City Council, *Oxford City Centre Action Plan 2021-2030*, 2021, HYPERLINK https://consultation.oxford.gov.uk/regeneration-economy/oxford-city-centre-action-plan/supporting_documents/211115_Oxford_CCAP_Report_FINAL_CONSULTATION%20DRAFT_LR.pdf Oxford City Centre Action Plan 2021 - 2030: Consultation Draft

Emerging Innovations

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.

E-scooters /E-Bikes

> **21** **Action 21 – Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation**

Over recent years, central Oxfordshire has hosted trials of a number of micromobility initiatives. These have included the privately operated dockless bike hire schemes and more recently, the county council has overseen an e-scooter public hire trial operated by Voi.

Alongside a developed active travel and public transport offer, a high-quality micromobility offering can play a significant role in improving connectivity and accessibility. The county council will carefully review where this is proposed to ensure that such service provision does not undermine public transport offerings or active travel benefits.

Initial learnings from the e-scooter trials indicate that a regulated approach to matters including parking is highly desirable, for example to prevent footpath obstruction.

Where initiatives are legislated for and supported by Central Government, we will look at opportunities to trial schemes across central Oxfordshire. This could include phased expansion of the Oxford e-scooter trial beyond the immediate Oxford city area.

Case Study – Oxford E-scooter trial

As part of a wider government led initiative, a public hire e-scooter trial was launched in Oxford in February 2021 in partnership with Swedish e-scooter operator Voi Technology.

A mixture of over 750 on-street hire e-scooters, together with a long-term rental offer are made available as part of the ongoing trial which is due to conclude in November 2022. As of June 2022, over 300,000 rides have been completed as part of the trial by over 30,000 different individuals

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Increasing the use of Car Share

Car share schemes reduce car ownership whilst recognising that car travel will continue to be necessary for some trips. Car sharing enables people to walk, cycle and use public transport for the bulk of their trips while having access to a car for infrequent trips where that is the most suitable mode.

In the Oxford area, there is already an established commercial car share market.   One of the challenges for car share providers is securing dedicated parking space.
We will support:
- measures to accelerate growth of the car share fleet
- providing more on-street parking for car share vehicles
- opportunities to leverage supply of off-street parking for car share.

Case Study – ShareOurCars

Launched in September 2021 in east Oxford as a collaboration between Hiyacar and Oxford-based ShareOurCars, the initiative allows those that wish to share or borrow cars on their street between themselves. Only those that are a part of the trial can search for and book the cars available in their closed loop through the Hiyacar app.

There are currently 8 cars and 20 users as part of the initial trial closed loop in east Oxford, with plans for at least another 10 groups across Oxfordshire including across the central Oxfordshire areas of Woodstock, Cumnor, Kennington, Oatlands, Hinksey and North Oxford.

Electric vehicle charging and alternative fuel sources

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

Our ambition is to reduce the number of trips made by car; however, we recognise that cars have a role to play for some journeys where realistic alternatives are not suitable. To manage the air quality impacts of car use and deliver a net-zero transport network by 2040, we will encourage the use of cleaner fuels, including electric vehicles (EV), noting the importance for energy sources to be from low or zero carbon sources. As a space inefficient mode of travel, electric cars continue to add to congestion. As such they sit in the lowest priority group of our Transport Users Hierarchy.

Across central Oxfordshire, a number EV charging facilities are being installed. In Oxford there are 50 on-street chargers as part of GULO and an Energy Superhub at Redbridge Park & Ride has 42 ultra-rapid EV charging points. However, more locations are needed to meet the strategy targets. Future electric vehicle charging infrastructure should also consider a mix of charging provision, e.g. at Transport Hubs and motorcycle parking requirements such as the need for a secure ground anchor.

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Locations for new charging facilities will be identified through engagement with local communities and alongside local authority partners. This includes a target to reach or exceed converting 7.5% of local authority managed public car park spaces to fast EV charging by 2025. Increasing on-street EV charging facilities on often narrow historic urban streets; however, is not without challenge.

Consistent with the Oxfordshire Electric Vehicle Infrastructure strategy (OEVIS), we will prioritise investment in EV charging in off-street locations. Provision of publicly accessible EV charging facilities will be especially important for areas within the proposed Zero Emission Zone and across North Oxford, which is anticipated to have the largest proportion of EV take up across COTP area. [48]

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[48] Oxfordshire County Council, *Oxfordshire Electric Vehicle Infrastructure Strategy*, 2020, https://mycouncil.oxfordshire.gov.uk/(S(0qslfpunjtwzla330vllet55))/documents/s55283/CA_MAR1621R11%20Annex%203%20-%20DRAFT%20Oxfordshire%20Electric%20Vehicle%20Infrastructure%20Strategy%2020210225.pdf

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Funding, Implementation and Monitoring

The Central Oxfordshire Travel Plan covers the period up to 2040. There are measures that can be funded and implemented in the short term and others that will require longer term planning. It can sometimes be the case that the most effective measures towards achieving an aim, can also be the cheapest to implement. The introduction of CPZs across Oxford in restraining some commuter flows within the city represent one example of this. We will look to prioritise the implementation of those measures which represent the best value for money in delivering against the plan's targets.

Funding

Scheme funding comes from a range of sources including:
- Major scheme bids to the Department for Transport (DfT) and other national bidding opportunities
- Council resources including parking income
- Bids for grants from Local Enterprise Partnership such as Revolving Infrastructure Fund and Local Growth Fund
- Community Infrastructure Levy and s106 developer funding contributions
- Devolution gain share
- Other bids and funding sources such as innovation funding such as Horizon Europe and Innovate UK.
- Private investment

We will work to identify funding sources to enable delivery of the LTCP. Key potential funding sources are outlined below:

Developer contributions
Developers either contribute towards improvements to mitigate their transport impacts through direct legal agreements or carry out works themselves under S278 Agreements with the council. In some situations, a Community Infrastructure Levy is also payable to the district or city council, and the county council may be able to agree with the relevant authority to use some of those funds for transport schemes. National policy regarding developer contributions is being reviewed and this strategy will take account of any changes to the ways funding can be sought.

Travel Demand Management Measures
The COTP proposes the travel demand management measures of:
- A Workplace Parking Levy (WPL) to cover areas of Oxford inside the city ring-road.
- A Zero Emission Zone (ZEZ) to cover Oxford City Centre.

As well as a potential to reduce car trips, both a WPL and ZEZ has the potential to generate ringfenced funding which can be directly re-invested into transport measures

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within the COTP area. A WPL alone is estimated to generate £40 million funding over a 10-year period.[49]

Funding bids

From time to time, there are opportunities to submit bids to specific grant funding or borrowing opportunities. These come from a range of sources including central government, the Department for Transport and Active Travel England.

Implementation

Whilst delivering change to our streets can take time, responses to the COVID-19 pandemic showed how temporary and experimental measures could be used to quickly deliver fundamental changes to our streets and allow people to begin enjoying the benefits of change as we work towards full delivery.

Where appropriate, we will use temporary interventions to 'live trial' major change, allowing proposals to be tested and, where necessary, refined. This is already being implemented on schemes like the Zero Emission Zone trial in Oxford city centre. Where improvement or maintenance schemes are likely to cause significant impact to the transport network, this can also provide an opportunity to trial initiatives to ensure their outcomes are consistent with the strategy. We will consult on any changes made to our streets in this way prior to any trials becoming permanent. We will also work closely with other local authorities to ensure the impacts of our trials are understood both within and beyond the central Oxfordshire area. This approach will allow people to better understand the nature of proposed changes and provide feedback based on real experience

Phasing and Delivery

The major projects and programmes that will be delivered by the Central Oxfordshire Travel Plan are summarised below. Across the plan period, there are expected to be a number of other schemes which emerge across our transit networks, including developer led schemes which are not identified. The delivery and timing of this programme will be subject to further consultation for individual projects and programmes. It will need to also consider project interdependencies and wider network co-ordination of works.

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[49] Oxfordshire County Council, *Workplace parking levy,* https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/workplace-parking-levy

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COTP key projects and indicative programmes

2022 ➝ **2040**

An efficient connected zero emission city	Managing travel demand	Implement Core Transport Scheme, (Traffic filters, WPL, ZEZ)
		CPZ expansion (Oxford) / Eligibility and permit review
		Removing parking from key transport routes
		Consolidate / remove city centre / district parking
	Sustainable travel	A44 North Oxford Corridors
		A40 Science Transit
		Corridor Improvements
		Quickway / Quietway Active travel Schemes
		Implement public cycle hire scheme
		Oxford Station Masterplan and Western Access
		East-West Rail
		Cowley Branch Line
		EV local bus roll out (including ZEBRA)
		Bus priority improvements
		Develop Cycle Hubs
		Develop / Deliver Mobility Hub Network
		Freight Consolidation Centres
	Goods and services	Safer Lorry Scheme Investigated / Implemented
Healthy fair and liveable communities		Working with communities / partners to implement liveable neighbourhoods and highway 'tool-kit'
A dynamic and innovative place		Oxford City Movement and Placement Strategy — City Centre improvements (incl st. Giles)
		Broad Street Scheme
		SMART journey planning
		EV charging roll out

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How we will measure success

The strategy has set out the actions we intend to deliver, in order to meet the targets and aspirations of the Central Oxfordshire Travel Plan and the wider Oxfordshire Local Transport and Connectivity Plan.

We will need to establish a baseline from which to begin measuring our success. This will be within the first year of adoption of the strategy. From then on, monitoring of the Central Oxfordshire Travel Plan will be reported on a regular basis. We will work closely with colleagues in academic institutions and other relevant organisations to identify methods to measure success for those interventions that do not have clear data sources.

Progress on delivering the strategy will be undertaken through the monitoring of a set of key performance indicators (KPIs) which will take into account the impacts of population growth.

We have not identified specific targets for all of the KPIs. Instead, all policies and schemes are working towards delivery of our headline targets. The KPIs will help to provide more detail and identify potential areas for further work. As part of the review process, we will assess the effectiveness of the KPIs and look at other ways of monitoring progress.

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
Road highways maintenance condition	Percentage of roads in good/fair/poor condition
	Percentage of pavements and cycleways in good/fair/poor condition.

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Working in Partnership

We recognise that we cannot deliver this strategy on our own and will work with a range of partners to achieve the vision, aims and actions for central Oxfordshire. This will include working in partnership with:

- City residents and residents' associations
- City businesses and institutions
- City and District authorities and local councils
- Local public transport operators
- Emergency Services
- Property developers and the construction industry
- Transport industry and representative bodies
- Campaign organisations and special interest groups
- Developers of new transport technologies

Updating the Central Oxfordshire Travel Plan

This plan is a living document and will be reviewed and updated within 5 years of adoption. This process will ensure the plan is responsive to a changing context including developments in transport technology, that it is on track to deliver on identified targets and that it reflects the priorities of the local population. Updates will be informed by in depth engagement and analysis of economic, social and transport trends, and will be subject to engagement prior to adoption.

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Glossary

Active travel: 'making journeys in physically active ways – like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting'.[50]

Air Quality Management Area (AQMA): areas where air pollution levels exceed the accepted national air quality objectives.

Blue Badge Holders: Permit issued to those meeting specific health criteria to allow them to park in a disabled bay or on double yellow lines.

Bus priority measures: interventions that give priority to buses on roads, with the aim of reducing bus journey time and increasing service reliability. These measures can include segregation and traffic signal control in favour of buses.

Car sharing: a type of car rental from a central pool of cars.

Carbon accounting: a process organisations engage in to quantify their greenhouse gas emissions and consequently identify steps to limit these emissions and thus reduce their climate impact.

Climate emergency: the serious consequences of changes in the world's weather and the urgent action required to reduce or prevent these impacts of climate change.

Community activation: methods to engage and empower the community to facilitate change.

Connector route: cycle routes that cover shorter distances and connect urban edges.

Controlled Parking Zone (CPZ): 'an area where parking is only permitted in designated parking bays and for specified times'.[51]

Copenhagen crossing – crossings that give priority to people walking who wish to cross side roads.

Demand responsive transport (DRT): a flexible mode of transportation that adapts to the demands of its user groups.

Enhanced Partnership: Formal partnership between bus operators and local authority to plan the future provision of bus services and wider matters impacting bus service provision.

Equality: providing everyone with the same opportunities.

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[50] Paths for all, *About Active Travel*, https://www.pathsforall.org.uk/about-active-travel
[51] Oxfordshire County Council, *Controlled parking zones (CPZs)*, https://www.oxfordshire.gov.uk/residents/roads-and-transport/parking/parking-permits/controlled-parking-zones

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Freight consolidation: where several deliveries from different sources that have the same destination are collected at a specified location and sent by a single mode of transport to the destination.

Key performance indicator (KPI): a quantifiable measure of performance over time for a specific objective.

Living locally – people having the range of amenities, facilities, and services they need for everyday life available within their neighbourhood. This then reduces the need to travel and increases the opportunity to travel by walking, cycling or public transport instead of using the car.

Local Cycling and Walking Infrastructure Plan (LCWIP): strategic policy document that identifies improvements to active travel infrastructure at the local level.

Local Transport and Connectivity Plan (LTCP): Oxfordshire County Council's new Local Transport Plan.

Micromobility: small, lightweight vehicles that operate below 16mph and include people propelled and electric modes such as bicycles, e-bikes, shared scooters, e-scooters, skateboards that take people short distances.

Net-zero: 'the balance between the amount of greenhouse gas (e.g., carbon dioxide) produced and the amount removed from the atmosphere. Net-zero is reached when the amount of greenhouse gas added is no more than the amount taken away'. [52] Different methods can be used to achieve this, including not releasing emissions to begin with and removing emissions from the atmosphere.

Placemaking: multi-faceted approach to creating public places that support health, well-being and happiness and increase people's connection to the place, thereby maximising the shared value of public places.

Public realm: any space that is open to everyone and free.

Primary Routes (Quickways): cycle routes that form the core of the cycle network and extend along main radial/ arterial transit routes

Secondary Routes (Quietways): cycle routes which offer a lower trafficked alternative route choice between key trip attractors and residential areas

Segregated cycle lanes: a lane solely for people cycling that is separate from people walking and motor vehicles. Segregation can be provided in many forms, including road markings, raised kerbs and bollards.

Severance: the lack of connectivity between two places that makes accessibility challenging; this can be caused by a busy road for example separating an origin and destination.

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[52] National Grid, *What is net zero?* https://www.nationalgrid.com/stories/energy-explained/what-is-net-zero

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Technology-neutral approach: choosing the most appropriate technology to meet needs rather than being influenced by pre-determined requirements.

Traffic filters: points on roads through which only certain vehicles may pass.

Transport hub: a recognisable place where there is a range of different shared and public transport modes. They also include additional facilities and information features to both attract and benefit transport users.

Travel demand management: strategies and policies designed to reduce the need to travel or change travel patterns e.g., away from peak times.

Vision Zero (road safety): no death or injury on roads is accepted and an approach to road safety is taken to ensure this.

Wayfinding: directional signage for people walking and cycling. This can show distance and time to key destinations.

Workplace Parking Levy (WPL): an annual charge to businesses for staff parking spaces at their premises'.[53]

Zero Emission Vehicles (ZEV): A vehicle which emits 0g of carbon dioxide from the tailpipe per kilometre travelled.

Zero Emission Zone (ZEZ): An area where all vehicles except those with zero tailpipe emissions are restricted from entering or charged to enter.

20-Minute Neighbourhood: the creation of liveable neighbourhoods where everyday facilities and amenities are within a short walk or cycle trip from home; thus, neighbourhoods should be compact and connected places.

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[53] Oxfordshire County council, *Workplace parking levy, https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/workplace-parking-levy*

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OXFORDSHIRE
COUNTY COUNCIL

Consultation Report:

Central Oxfordshire Travel Plan

djs research

Contents

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Executive summary

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

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.

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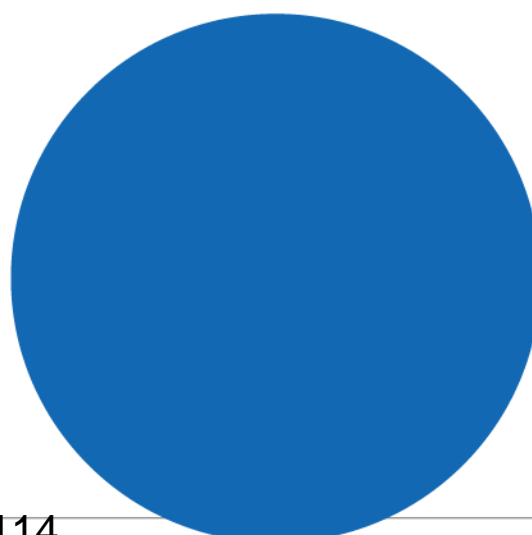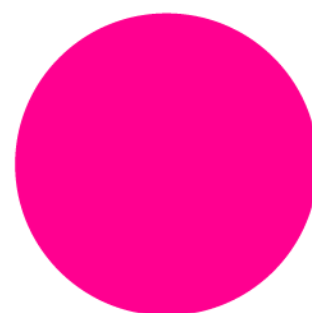
In this section we provide details of the background, objectives, and methodology used in the consultation.

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 22nd August until 13th 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

- Further information on the proposals can be found on the Oxfordshire County Council website: 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

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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.

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.

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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%

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	No. responses	% responses
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%

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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).

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

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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%	**25%**
Improving air quality	11%	18%	18%	**25%**	19%
Safer options for walking & cycling	**26%**	15%	18%	14%	19%
Reliable public transport	24%	**26%**	20%	17%	5%
Affordable transport networks	15%	**21%**	16%	18%	**21%**

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.

	Average rating (most important to least) (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

	Average rating (most important to least)		
	Total (n=2035)	An Oxfordshire resident (n=1841)	Stakeholder (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

	An Oxfordshire resident (n=1841)		Stakeholder (n=86)	
	Most important	Least important	Most important	Least important
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									
	Under 16* (n=2)	16-24 (n=34)	25-34 (n=187)	35-44 (n=400)	45-54 (n=470)	55-64 (n=440)	65-74 (n=285)	75-84 (n=84)	Over 85 (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									
	Under 16* (n=2)	16-24 (n=34)	25-34 (n=187)	35-44 (n=400)	45-54 (n=470)	55-64 (n=440)	65-74 (n=285)	75-84 (n=84)	Over 85 (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.

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	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%

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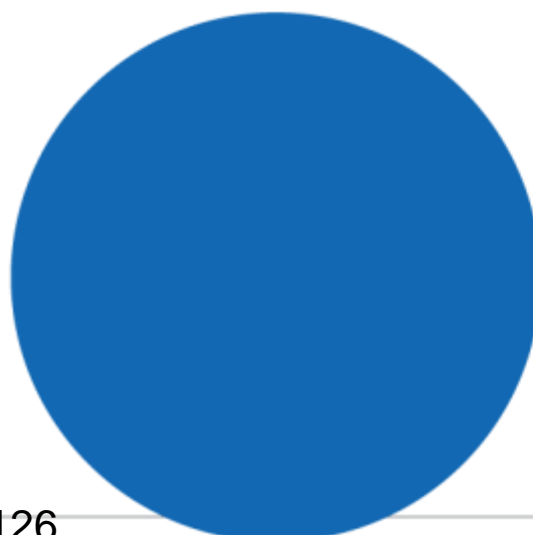
After indicating their levels of support for the proposals, respondents were asked to provide their agreement with all outcomes and discuss their reasoning.

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
An inclusive transport network that improves accessibility for all of our residents	57%	30%
A comprehensive, safe cycle network, to rival the best in Europe	55%	29%
A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week	53%	31%
Beautifully designed streets and public spaces, with clean air	42%	42%
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	40%	44%
Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources	36%	47%
Improved safety realised through a Vision Zero approach to transport safety across the area	35%	47%
A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles	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

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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).

	No. responses	% responses
NET: Agree	1343	67%
NET: Disagree	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."

"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!"

"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 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 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 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."

"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."

"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."

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

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
NET: Agree	1279	65%
NET: Disagree	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."

"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."

"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?"

"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."

"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."

"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."

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

"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."

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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
NET: Agree	945	47%
NET: Disagree	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

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- 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."

"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?"

"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."

"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."

"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."

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

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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

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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 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 daily basis."

"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."

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

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

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

"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."

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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
NET: Agree	1038	52%
NET: Disagree	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.)

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"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."

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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
NET: Agree	1051	54%
NET: Disagree	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

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"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."

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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
NET: Agree	1524	77%
NET: Disagree	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

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"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."

"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."

"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."

"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."

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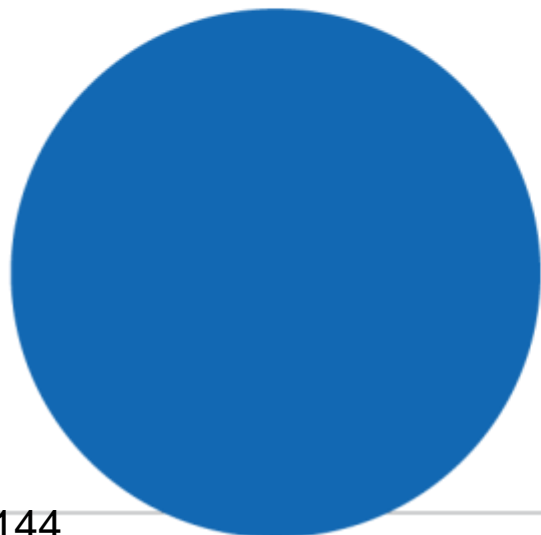
"It is really essential that changes introduced to traffic management within the city are implemented in a way that is equitable and does not disenfranchise any particular group."

"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."

"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."

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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.

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
NET: Agree	1197	60%
NET: Disagree	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

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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

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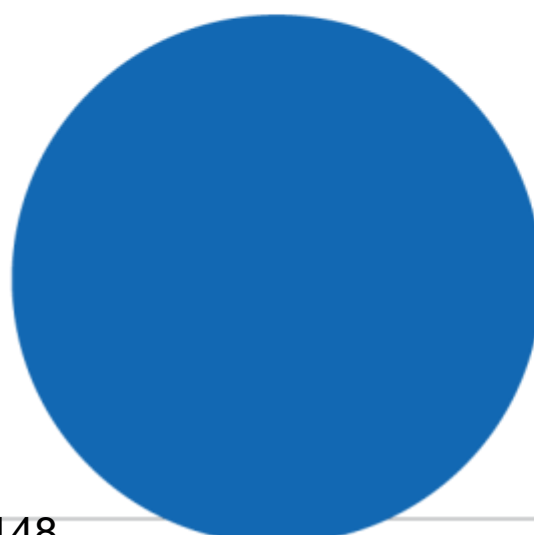
Feedback on actions

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 street problems for residents

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- 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."

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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."

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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."

"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."

"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."

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."

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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."

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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."

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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!"

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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."

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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.."

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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."

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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.) / ncourage 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 busses don't go where they need to go. Having to swtich 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!"

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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."

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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

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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

"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 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."

"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."

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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 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?"

"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."

"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."

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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 mining."

"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."

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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."

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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 chare 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
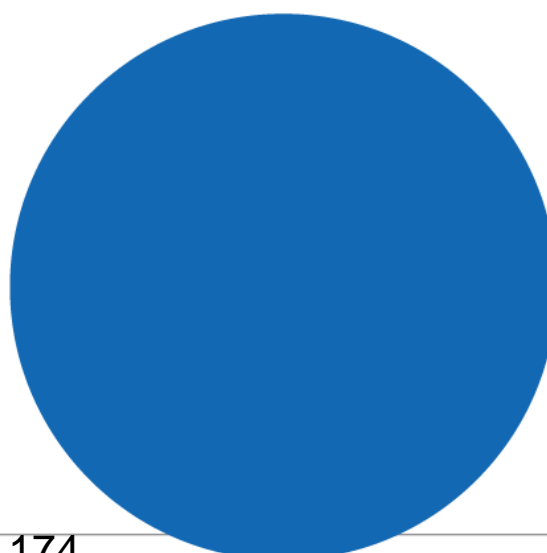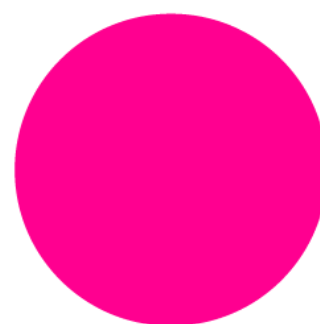
Performance indicators for the Central Oxfordshire plan

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
Road highways maintenance condition	Percentage of roads in good/fair/poor condition
	Percentage of pavements and cycleways in good/fair/poor condition

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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
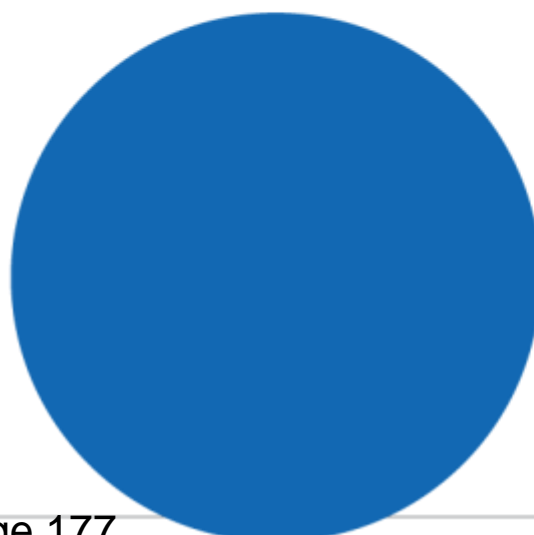
Stakeholder feedback was received via email and was coded separately

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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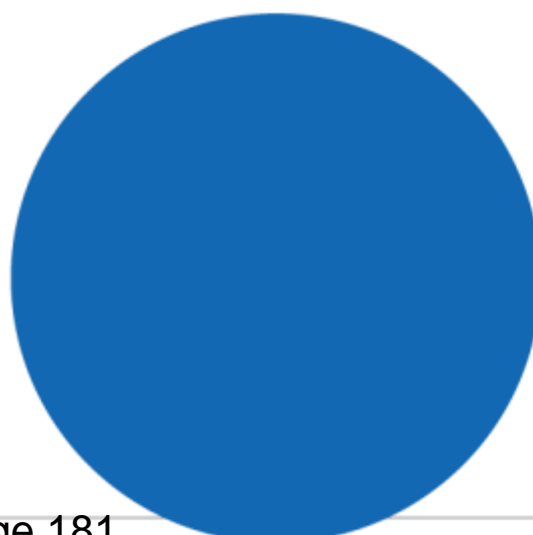
Email feedback

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 are 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 of 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

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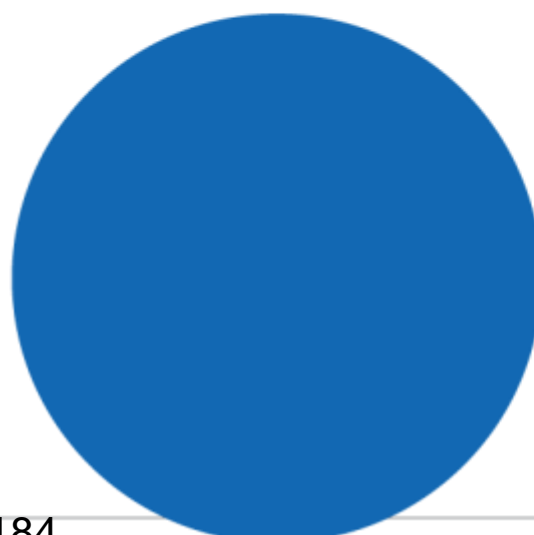
Summary

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

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•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
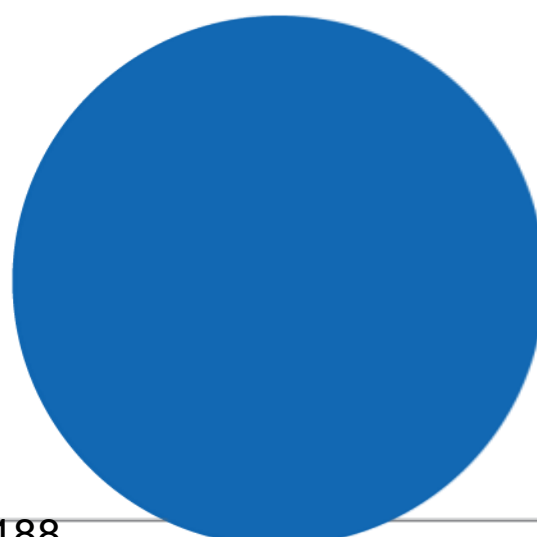
List of Stakeholder Responses

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

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- 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

Appendix B
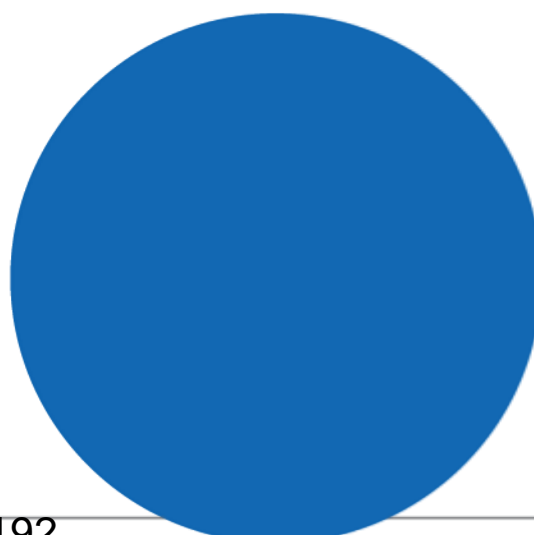
Central Oxfordshire Travel Plan survey:

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

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

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

Do you have any further comment on

[text box]

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

[text box]

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

[text box]

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

[text box]

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

[text box]

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

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Do you have any further comment on

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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

<div style="border:1px dotted"></div>

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?

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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)

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- 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:

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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.

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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

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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?

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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?

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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

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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:

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☐ 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

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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

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Question 14

What is your age?

☐ Under 16

☐ 16-24

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55-64

☐ 65-74

☐ 75-84

☐ Over 85

☐ Prefer not to say

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

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Question 18

How did you find out about this consultation?

(Please tick all that apply)

☐ Facebook   ☐

☐ Twitter   ☐

☐ Instagram   ☐

☐ LinkedIn   ☐

☐ Oxfordshire.gov.uk website   ☐

☐ Email from Oxfordshire county council   ☐

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

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

For more information

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Oxfordshire County Council

Equalities Impact Assessment

LOCAL TRANSPORT AND CONNECTIVITY PLAN

DRAFT CENTRAL OXFORDSHIRE TRAVEL PLAN

AUGUST 2022

Contents

Section 1: Summary details

Directorate and Service Area	**Directorate** - Environment and Place **Service Area** - Place Making
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Draft Central Oxfordshire Travel Plan (COTP)
Is this a new or existing function or policy?	A new policy document (COTP).
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	The draft Central Oxfordshire Travel Plan (COTP) sets out the transport strategy for the central Oxfordshire area from 2023 to 2040, with a focus over the period to 2032. It is part of a suite documents that sit under the Local Transport and Connectivity Plan (LTCP), which was adopted by Oxfordshire County Council in July 2022. The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents. We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicles and making walking, cycling, public and shared transport the natural first choice. Policies have been identified in a range of key categories in order to achieve this. We will monitor the progress of COTP to assess how it is delivering against identified targets. Where needed, updates to the document could be made.
Completed By	Odele Parsons, Robert Freshwater, Senior Transport Planner
Authorised By	Joanne Fellows, Growth Manager / Hannah Battye, Head of Placemaking
Date of Assessment	18 August 2022

Section 2: Detail of proposal

| **Context / Background**

Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions. | The Central Oxfordshire Travel Plan (COTP) forms part of the county's statutory Local Transport and Connectivity Plan (LTCP).

COTP sets out a vision for transport across the central Oxfordshire area and identifies a set of actions needed to deliver this. The plan's targets and actions will be used to influence and inform how we manage transport and the types of schemes we implement.

The current transport plan covering the area (the Oxford Transport Strategy) was approved by the council in 2015. Forming part of the county's Local Transport Plan 4, OTS provided a strategic transport policy framework for the Oxford area over the last few years. However, the local and regional policy context has changed significantly since the publication of LTP4. This includes the council's new corporate priorities, commitment to enabling a zero carbon Oxfordshire by 2050 and increased national emphasis on encouraging walking, cycling and public transport use. Informed by the council's recently adopted LTCP, the COTP will develop a transport framework for the central Oxfordshire area that reflects these changes and implements a new way of thinking. |
| Proposals

Explain the detail of the proposals, including why this has been decided as the best course of action. | The Central Oxfordshire Travel Plan (COTP) outlines a clear vision to deliver a zero-carbon central Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents.

Across the Central Oxfordshire area, we plan to achieve this by looking at ways to avoid unnecessary travel, reducing the need to travel, shifting travel use towards shorter sustainable travel trip options and improving our travel networks.

The plan contains 22 actions which have been developed to help achieve the vision. The actions will lead to further individual projects which will be accompanied by bespoke Equalities Impact Assessments as appropriate.

The 22 actions are: |

	Action 1 - Expanding upon the pilot scheme, develop proposals for a Zero Emission Zone for Oxford city centre.
	Action 2 - Develop proposals for a set of strategic traffic filters for locations across Oxford.
	Action 3 - Develop proposals for 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.
	Action 4 - Develop proposals for further Controlled Parking Zones (CPZ) across the city and to review eligibility and quantity of permits in existing CPZ areas.
	Action 5 – Support 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.
	Action 6 – Remove on-street public parking where necessary on corridors identified in the strategy as either being active travel Primary Routes (Quickways) or situated on core bus routes.
	Action 7 – Regularly review parking pricing to favour sustainable travel.
	Action 8 - Deliver a central Oxfordshire cycle network consistent with the Oxfordshire Strategic Active Travel Network and the latest LCWIP plans.
	Action 9 – Deliver a wayfinding scheme across central Oxfordshire's active travel network

	Action 10 – To help meet Vision Zero, deliver junction improvements for active travel users where there:
	    a) is a poor road safety record for those who are walking or cycling
	    b) is insufficient dedicated infrastructure for those walking or cycling
	    c) is significant severance for those walking and cycling

	Action 11 – Deliver:
	    a) increased cycle parking at key destinations including for non-standard bikes
	    b) a public hire cycle scheme including e-bikes, and which could also include e-scooter provision

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	Action 12 – Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area.
	Action 13 – Alongside partners, deliver a zero emission local bus fleet across Oxford by 2024/25 and a fully zero emission bus fleet by 2030.
	Action 14 – Alongside partners, deliver: 　*a) Oxford Station enhancements* 　*b) a passenger rail service and two new passenger stations on the Cowley Branch Line* 　*c) local rail capacity and service frequency enhancements*
	Action 15 – Deliver a transport hub strategy for a network of transport hubs across Oxfordshire
	Action 16 - Deliver a freight consolidation feasibility study and first / last mile delivery pilot.
	Action 17 – Deliver a safer lorry scheme pilot across central Oxfordshire.
	Action 18 - Develop and support implementation of a local toolkit of transport interventions that support the 20-minute neighbourhood approach and work to the principles of the healthy streets approach.
	Action 19 – Alongside partners, deliver a City Centre Movement Framework for Oxford.
	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
	Action 21 – Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation.
	Action 22 - Deliver publicly accessible electric vehicle charging points across central Oxfordshire.

It was decided that these actions are the best course of action in order to address the following key challenges. These were identified from evidence base analysis, stakeholder engagement and public consultation:

• **Climate and emissions:** Exceedance of legal emission levels and the need to rapidly reduce carbon emissions from all transport related activities.

• **Housing, jobs, and regeneration:** Over the period 2011 to 2031, 100,000 new homes will be built in Oxfordshire, with at least 15,000 required to meet Oxford City's unmet housing need.   Whilst population growth within Oxford itself over the period 2020-2030 is expected to be modest (+8%), areas on the city's immediate periphery are expected to see significant growth.

• **Sustainable travel:** Levels of congestion across the COTP area cause unreliable journey times for many people. Based on current trends, increased demand for movement in the area will exacerbate congestion in future years. This has a significant detrimental effect on quality of life for residents and the attractiveness of the area as a place to live and work. Space efficient travel options like public transport and active travel, can help significantly towards addressing this challenge. Currently, sustainable travel modes in the area face issues including:

  - **Time and reliability** - Average bus speeds in Oxford have been declining on key routes to and from the city centre and employment sites, with only 8mph achieved between the JR hospital and city centre via Cowley Centre during weekday peaks.
  - **Safety** – The Oxfordshire Cycle Survey 2019 identified 'Traffic Safety' as the single biggest issue for people cycling in Oxford.

• **Equality:** The COTP area includes some of the most deprived areas in the county. Inequalities in life expectancy at birth from least to most deprived across Oxford are estimated at 13.8 years for men, and 11.2 years for women.

• **Health:** Whilst the Oxford area has one of the lowest percentages of overweight or obese adults compared to nationally (49% vs 62%), physical inactivity and obesity remains one of the area's most significant and growing health issues.

This course of action was also required because previous approaches to reducing car use in central Oxfordshire, whilst having had some impact, have not resulted in a large enough reduction in car use and the car remains the dominant mode of choice. This has created environments that are not welcoming places for people and negatively impact on biodiversity and air quality.

| **Evidence / Intelligence**

List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments. | The COTP, draws on an evidence based for the Local Transport and Connectivity Plan (LTCP), summarised within the LTCP itself. Additional analysis of existing held datasets has helped to identify the challenges and underpin the actions identified. This has included:

• Local Authority air quality reporting

• Local Authority held traffic data

• National publicly available research and surveying

• National Travel Survey data

• Local Authority Health data

• Local Authority road collision data

• Local and national demographic data sets and projections

Underpinning the COTP document is a grounding in the adopted LTCP and its accompanying evidence which included three rounds of public engagement and consultation periods. During the drafting of the COTP document there has been broad engagement with various local council teams whose input and evidence has further helped to refine proposals. The plan is also informed by previous and more recent engagement on individual measures identified in COTP and their emerging technical work, for example identified traffic filter, Workplace Parking Levy and Zero Emission Zone proposals. |

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Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	A do nothing approach was not considered appropriate for a range of reasons. This includes: • Changes to national, sub-national and local policy since 2016 that need to be reflected in updated policy for the area • The previous OTS and LTP4 does not account for new priorities such as decarbonisation • Doing nothing is also not an option because it would not address the problems of traffic congestion and local air pollution, and climate change would remain and worsen if nothing is done. Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change. During the drafting process, a range of actions have been developed and amended. There are currently 22 identifiable actions in the COTP document. Additional actions have been considered but were not taken forward for reasons including duplication with the LTCP, poor alignment with the vision and broader objectives and level of ambition and feasibility challenges.

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements

| Age | | | | COTP includes actions that will improve accessibility, benefitting older and younger residents.

Actions within COTP focus on incentivising active travel and reducing car movements across the central Oxfordshire area so as to make bus journeys faster and more reliable, and make walking, cycling and scooting safer so that more people will take these up. Measures are likely to benefit all age groups.

Keeping physically active in mid-life helps to delay the onset and progression of many age-related health conditions and plays an important role in helping to manage the impact of health conditions, including mental health

While proposals set out in COTP are likely to create safer, healthier streets for residents, they may lengthen | The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if older and younger people are disadvantaged by the proposals. | Rob Freshwater, Senior Transport Planner. | In line with the individual project which will arise from the action and/or planned revisions of the COTP. |
|---|---|---|---|---|---|---|---|
| | ☐ | ☒ | ☐ | | | | |

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| | | | | journey times for people who rely upon private car. In the short-to-medium-term, there may also be delays on some roads. Private cars are often relied upon by older people; longer journey times could make travelling more uncomfortable for them, particularly if they suffer from one or more underlying health condition.

Young people aged under 16 and older people aged over 65 are more vulnerable to poor air quality. Measures set out in COTP aim to enable mode shift, reducing pollutants emitted by private cars and encouraging more active travel. This is likely to benefit these age groups more than others by improving their air quality and health outcomes. Current younger generations will be more severely affected by projected severe pollution and climate outcomes in mid- | | | |

				later decades of the 21st century.			

| Disability | | ☐ | ☒ | ☐ | The COTP seeks to improve accessibility for people of all ages with disabilities by implementing schemes which improve bus journeys, improve air quality, improve safety of walking* and cycling as well as creating new direct routes.

(*N.B: when we refer to 'walking' this also includes those who use wheeled mobility aids such as rollators or mobility scooters etc.)

Through measures outlined in COTP that reduce vehicle traffic less busy roads would benefit disabled people whose impairments necessitate extra time to cross roads. For schemes such as the traffic filters, zero emission zone, and reviewing on-street car parking and CPZs – considerations will be given to how best to ensure these schemes take in to account the needs of blue badge | The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if those who are disabled are disadvantaged by the proposals. | Rob Freshwater, Senior Transport Planner. | In line with the individual project which will arise from the action and/or planned revisions of the COTP. |
|---|---|---|---|---|---|---|---|---|

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				holders, for access and parking. In terms of enabling access to cycling for disabled people, there is increased likelihood that a disabled person may be using a non-standard cycle; this plan seeks to ensure that cycle infrastructure is accessible by non-standard cycles and that physical barriers such as guard railing do-not prohibit access for non-standard cycles, or mobility scooters, or even family travel equipment such as double-buggies, trailer bikes, box bikes, trikes, tandems etc.			
Gender Reassignment	☒	☐	☐	People undergoing gender reassignment are unlikely to be disproportionately impacted by proposals set out within the COTP			
Marriage & Civil Partnership	☒	☐	☐	People who are married or in a civil partnership are unlikely to be disproportionately impacted by proposals set out within the COTP			

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| **Pregnancy & Maternity** | ☐ | ☒ | ☐ | Positive impacts are expected to include;

Reduced traffic volumes are generally likely to reduce conflicts between road users. This will create a safer environment for pregnant people and parents with infants/young children

Improvements in air quality are likely to disproportionately benefit pregnant people. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – factors associated with infant mortality.

Potential disbenefits could include;

Pregnant people and parents with infants/young children may find cycling and walking more difficult, e.g. due to physical exertion when pregnant or the practicalities of children travelling by foot or cycle. These groups may | The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if those who are pregnant or on maternity leave are disadvantaged by the proposals. | Rob Freshwater, Senior Transport Planner. | In line with the individual project which will arise from the action and/or planned revisions of the COTP. |

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| | | | | therefore have a heightened need to use private cars.

Note that any specific transport or accessibility needs experienced by the Pregnancy & Maternity characteristic are likely to be covered in the 'Disability' or 'Sex' section of this table. | | | |
|---|---|---|---|---|---|---|---|

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Race				Potential positive impacts include;	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if specific racial groups are disadvantaged by the proposals.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
	☐	☒	☐	Proposals within COTP are likely to reduce congestion within the central Oxfordshire area and within the Oxford ring road specifically. This may create improved conditions for buses. People identifying as 'Black/African/Caribbean/Black British' are most likely to use public transport at 31 per cent mode share.			
				Measures to incentivise active travel are likely to benefit 'White' and 'Mixed or Multiple' ethnicity residents, who are more likely to walk or cycle.			
				Measures to incentivise bus travel should also benefit 'Black/African/Caribbean/Black British' residents, who are more likely to use public transport – these journeys			

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				typically start and end on foot or cycle.			

Sex	☐	☒	☐	COTP includes actions that will help to improve safe access to walking, cycling and public transport infrastructure for women. Particularly the actions for Primary Routes (Quickways), wayfinding schemes and Vision Zero. Women are more likely to walk, cycle and travel by public transport (journeys that typically start and end on foot or cycle) than men. They are more likely to benefit from reduced traffic volumes and subsequent improved road safety conditions. Potential disbenefits; While women in Oxford are slightly less likely to travel by car or van than men (57 per cent vs 59 per cent), those who currently do so may be less able or comfortable to switch to other modes. Women may be more hesitant to walk or cycle because of an increased threat or fear of crime, especially at night. This	The detail of each COPT action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fulyl consider the Sex characteristic including impact on women.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COPT plan.

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				means that women may feel they have fewer alternatives to avoid the increased journey times and associated costs of continuing to travel by private car.			
Sexual Orientation	☒	☐	☐	People are unlikely to be disproportionately impacted by the COTP based on their sexual orientation			

| Religion or Belief | ☐ | ☒ | ☐ | • Places of worship within the central Oxfordshire area may disproportionately benefit in terms of reduced traffic volumes, improved air and noise pollution, and safer roads compared to places of worship outside the ring road. It should be easier, safer, and more convenient to walk and cycle to these places of worship as a result. Improving conditions for cycling and walking is likely to benefit those who regularly attend places of worship. These destinations are generally used locally within cycling and walking catchments. | The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to identify if religious groups and/ or places of worship are disadvantaged by the proposals. | Rob Freshwater, Senior Transport Planner. | In line with the individual project which will arise from the action and/or planned revisions of the COTP. |

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Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☐	☒	☐	COTP seeks to improve access to facilities from the rural areas both within and outside of the central Oxfordshire area including access to employment, key facilities and services, with a focus on doing so by non-car means; or with a shorter car journey and the need to interchange to bus, rail or active travel mode. The plan identifies transport hubs as potential locations where key facilities could be provided for rural communities. Careful consideration will be required to ensure that people from rural areas are not disadvantaged over those dwelling in urban areas where there is greater choice over transport mode.	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications for rural communities.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
Armed Forces	☒	☐	☐	People in the armed forces are unlikely to be disproportionately impacted by the COTP.			
Carers	☐	☐	☒	Travel for Carers, both employed carers and those under informal arrangements, can	detail of each COPT The	Rob Freshwater,	In line with the individual project

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Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				have complex needs/complex journeys. This could be due to the origin and destination, the mobility/disability/age of the person being cared for or the type of goods or equipment that needs transport for or with that person. Every situation is different. Many carers will be car dependent and without blue-badge parking permits. It is therefore likely that the COTP will disadvantage some people in this group, through a focus on trips can be carried out by walking, cycling or public transport, or that a blue-badge will enable access or parking; neither of which is likely to be the case. The 2021 Oxfordshire Joint Strategic Needs Assessment reports there being approximately 60,000 unpaid carers in Oxfordshire, around 10 per cent of the total population, 17,400 of whom provide 20 hours of care or more. The introduction of some of the measures proposed in COTP may increase journey times in the short term	action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications for Carers both those formally employed or those with informal arrangements.	Senior Transport Planner.	which will arise from the action and/or planned revisions of the COPT plan.

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Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				and/or distances for carers who travel by private car, which may lead to carers being unable to attend as regularly or cause delays to their expected arrival times. This is likely to have a disproportionately negative impact on disabled people reliant upon this care. Reduced traffic congestion on roads could improve accessibility for some who depend upon private car usage.			
Areas of deprivation	☐	☒	☐	The COTP and its actions will benefit all residents including those in areas of deprivation. By requiring Health Impact Assessments for significant infrastructure projects we will ensure impacts on vulnerable or disadvantaged groups are identified and addressed. Proposals set out in COTP are likely to reduce congestion across the area. This may create improved conditions for buses. Those on lower incomes are less likely to have access to a car and (nationally) are twice as likely to use buses as those on higher incomes and are therefore likely to disproportionately benefit from these improvements.	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications for areas of deprivation	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.

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Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				Cycling and walking are also normally the lowest-cost transport modes. Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips. Community activation – Measures to support infrastructure schemes will enable the whole community and particularly those with greatest need to benefit from the improvements. Passenger micromobility – Will improve simple, low cost access to bicycles and e-scooters for all residents and help to unlock more town for more people.			

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Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	☒	☐	☐	Staff will not be disproportionately impacted as a result of proposals set out in the COTP	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals fully consider the implications on county council staff.	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
Other Council Services	☐	☒	☐	The COTP will benefit resident's health, wellbeing and accessibility. This will have positive impacts on other services such as public health.

However, there may be specific services which need to change work practices due to the transport implications. E.g. conducting home visits/site visits within a specific geographic area by a | The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals full consider the implications across Other Council Services. | Rob Freshwater, Senior Transport Planner. | In line with the individual project which will arise from the action and/or planned revisions of the COTP. |

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				specific person on a specific day.			
Providers	☐	☒	☐	COTP will improve accessibility for providers using sustainable transport however it potentially increases journeys times for Council providers using cars and vans	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals full consider the implications across Other Council Service providers	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.
Social Value [1]	☐	☒	☐	Measures set out in the COTP will bring social value benefits such as making bus journeys quicker and more reliable, make cycling and walking safer and more attractive, and reducing local air pollution to improve the health and wellbeing of communities across central Oxfordshire. Proposals are likely to have a net positive impact on the	The detail of each COTP action will need careful consideration at the project level, through a bespoke EIA, to ensure that the proposals full consider implications on social value	Rob Freshwater, Senior Transport Planner.	In line with the individual project which will arise from the action and/or planned revisions of the COTP.

---

[1] If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

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Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				area's residents, including Protected Characteristic Groups.			

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.
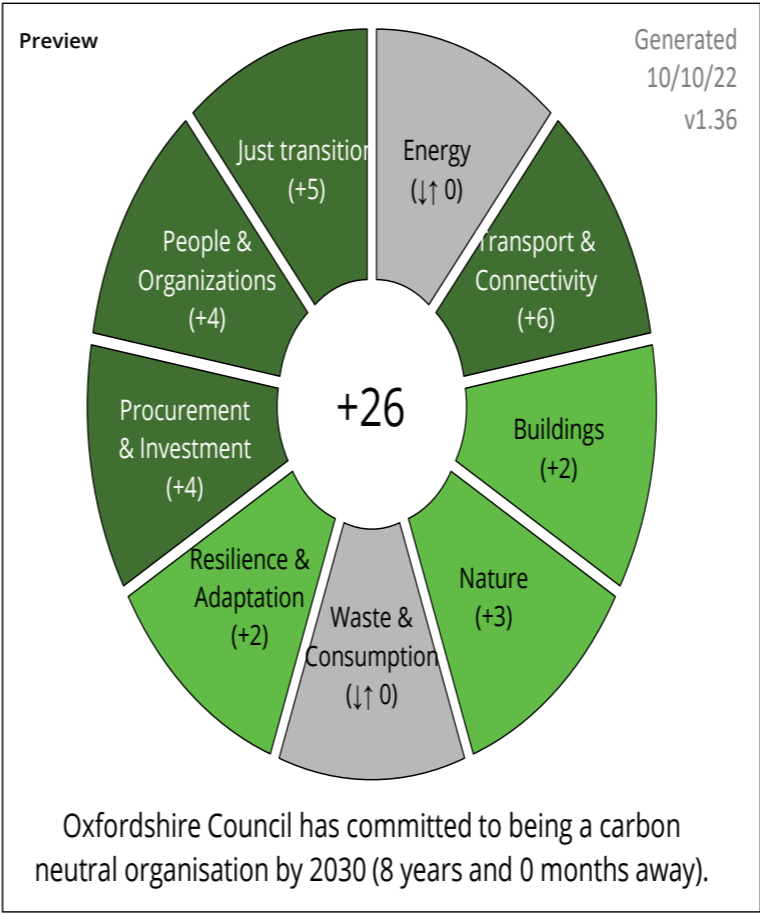
Review Date	**Autumn 2022**
Person Responsible for Review	**Robert Freshwater**
Authorised By	**Hannah Battye**

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Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place, Place Making
What is being assessed	Central Oxfordshire Travel Plan
Is this a new or existing function or policy?	A new policy document
Summary of assessment	The Central Oxfordshire Travel Plan (COTP) sets out the transport strategy for the central Oxfordshire area from 2023 to 2040, with a focus over the period to 2032. It is part of a suite documents that sit under the Local Transport and Connectivity Plan (LTCP), which was adopted by Oxfordshire County Council in July 2022. The plan outlines a clear vision to deliver a net-zero Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents. We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicles and making walking, cycling, public and shared transport the natural first choice. Policies have been identified in a range of key categories in order to achieve this. We will monitor the progress of COTP to assess how it is delivering against identified targest. Where needed, updates to the document could be made.
Completed by	Robert Freshwater
Climate action sign off by	
Director sign off by	
Assessment date	44791

Preview — Generated 10/10/22 v1.36

+26

- Just transition (+5)
- Energy (↓↑ 0)
- Transport & Connectivity (+6)
- Buildings (+2)
- Nature (+3)
- Waste & Consumption (↓↑ 0)
- Resilience & Adaptation (+2)
- Procurement & Investment (+4)
- People & Organizations (+4)

Oxfordshire Council has committed to being a carbon neutral organisation by 2030 (8 years and 0 months away).

Detail of proposal

Context / Background	The Central Oxfordshire Travel Plan (COTP) forms part of the counties statutory Local Transport and Connectivity Plan. COTP sets out a vision for transport across the central Oxfordshire area and identifies a set of actions needed to deliver this. The plans targets and actions will be used to influence and inform how we manage transport and the types of schemes we implement. The current transport plan covering the area (OTS) was approved by the council in 2015. As part of the counties Local Transport PLan 4, It provided a strategic transport policy framework for the Oxford area over the last few years. However, the local and regional policy context has changed significantly since the publication of LTP4. This includes the council's new corporate priorities, commitment to enabling a zero carbon Oxfordshire by 2050 and increased national emphasis on encouraging walking, cycling and public transport use. Informed by the councils recently adopted LTCP, the COTP will develop a transport framework for the central Oxfordshire area that reflects these changes and implements a new way of thinking.
Proposal	Informed by the adopted LTCP documents, COTP outlines a clear vision to deliver a net-zero transport system that enables the county to thrive, protects the environment and makes the county a better place to live for all residents. Across the Central Oxfordshire area, we plan to achieve this by, look at ways to avoid unnecessary travel, reducing the need to travel, Shifting travel use towards shorter sustainable travel trip options and improving our travel networks. A set of actions have been identified including in the follwoing key areas in order to achieve this: • Making space for and improving priority and safety of sustainable modes (Walking and cycling, public transport) • Healthy place shaping • Road safety • Digital connectivity • Air and environmental quality • Managing Travel Demand • Innovation • Freight It was decided that this was the best course of action in order to address the following key challenges. 1) Climate and emissions: Exceedance of legal emission levels and the need to rapidly reduce carbon emissions from all transport related activities. 2) Housing, jobs, and regeneration: Over the period 2011 to 2031, at least 15,000 new homes in the Oxford area required to meet the City's unmet housing need. , Whilst population growth within Oxford itself over the period 2020-2030 is expected to be modest (+8%), areas on the city's immediate periphery are expected to see significant growth. 3) Attractive sustainable travel: Levels of congestion across the COTP area cause unreliable journey times for many people. Based on current trends, increased demand for movement in the area will exacerbate congestion in future years. This has a significant detrimental effect on quality of life for residents and the attractiveness as a place to live and work. 4) Equality: The COTP area includes some of the most deprived areas in the county. Inequalities in life expectancy at birth from least to most deprived across Oxford are estimated at 13.8 years for men, and 11.2 years for women. 5) Health: Whilst the Oxford area has one of the lowest percentages of overweight or obese adults compared to nationally (49% vs 62%), physical inactivity and obesity remains one of the area's most significant and growing health issues.
Evidence / Intelligence	The COTP, draws on an evidence based for the Local Transport and Connectivity Plan (LTCP), summarised within the LTCP itself. Additional analysis of existing held datasets has helped to identify the challenges and underpin the actions identified. This has included: • Local authority air quality reporting • Local authority held traffic data • National publicly available research and surveying • National Travel Survey data • Local Authority Health data • Local Authority road collision data • Local and national demographic data sets and projections Underpinning the COTP document is a grounding in the adopted LTCP and its accompanying evidence which included 3 rounds of public engagement and consultation periods. During the drafting of the COTP document there has been broad engagement with various local council teams whose input and evidence has further helped to refine proposals. The plan is also informed by previous and more recent engagement on individual measures identified in COTP and their emerging technical work, for example identified traffic filter, Workplace Parking Levy and Zero Emission Zone proposals.
Alternatives considered / rejected	A do nothing approach was not considered appropriate for a range of reasons. This includes: • Changes to national, sub-national and local policy since 2016 that need to be reflected • The previous OTS and LTP4 does not account for new priorities such as decarbonisation • Doing nothing is also not an option because it would not address the problems of traffic congestion and local air pollution and climate change would remain and worsen if nothing is done. Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change. During the drafting process, a range of actions have been developed and amended. There are currently 22 identifiable actions in the COTP document. Additional actions have been considered but were not taken forward for reasons including duplciation with the LTCP, poor alignment with the vision and broader objectives and level of ambition and feasibility challenges.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	2	The COTP includes actions to support shared mobility and will be used to influence spatial planning and encourage the development of 20 minute neighbourhoods. It also includes specific travel demand management policies aimed at reducing private car use in the area. Emerging technical work on some individual proposals suggested by the plan could lead to a reduction in traffic levels by 50-70% in parts of the central Oxfordshire area. Many of the measures will be subject to seperate project development and detailed consultation which will be important in defining the extent of successful impact. At this point a number of key measures also remain unfunded	Over the years the county council has been introducing sustainable schemes to improve links within the central Oxfordshire area. This includes along Botley Road, routes in Headington, tow path upgrades and more recently Quickway cycle routes. Other schemes are planned to be introduced over the next few years including along the A40 and A44. Over time, traffic reduction measures identified in the COTP will mean more road space can be reallocated to create wider cycle and pedestrian routes and give these modes greater priority at junctions in the city. Futher details of proposals include those set out in schemes like the Oxford Traffic Filters scheme. Some of the measures proposed in the plan, including traffic filters may lead to some traffic increases on the Oxford ring road and outer sections of the city's radial routes. It is expected that such impacts would be monitored and where required acted upon at an individual scheme level.	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Transport & Connectivity	Supports active travel	2	COTP includes a number of actions that will will be central to influencing and supporting work on active travel including supporting existing documents like the Oxford and Kidlington LCWIP. Some measures idenified in the plan are expected to lead to an immediate reduction in traffic levels in some areas which will immediately reduce danger to pedestrians and cyclists and over time allow more road space to be allocated for cycle lanes and wider pavements and better public realm. This in turn will encourage greater use of active travel modes. Many of the measures outlined in COTP will be subject to seperate project development and detailed consultation which		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Transport & Connectivity	Increases use of public transport	2	Travel demand management measures and public transport actions identified in the COTP document would lead to reduced traffic levels and congestion across the area. This will create improved conditions for buses including quicker and more reliable journeys. This and modal shift from private car to bus will increase use of buses incl. Park & Ride, with some car trips also expected to transfer to rail.		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.

Theme	Action	Score	Commentary	Secondary commentary	Delivery	Monitoring
Transport & Connectivity	Accelerates electrification of transport	2	The COTP includes actions to support the uptake of electric vehicles including E-scooters and 159 new electric buses across the central oxfordshire area. The plan also includes measures to expand the scale of the city Zero Emission Zone area. It would be expected that further details of how such an expanded scheme would opperate including charges/ accessibility and potential exemptions would be set out at an individual project level. Many of the measures will be subject to seperate project development and detailed consultation		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Buildings	Promotes net zero new builds and developments	1	The COTP includes a number of actions which will be a key part of changing how residents travel across the central Oxfordshire area including supporting sustainable transport use in new developments		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	1	The COTP includes policies related to the development of sustainable travel. Reducing private car use and encouraging modal shift to sustainable alternatives will help to protect biodiversity and provide better air quality. Reductions in traffic will also allow natural green and public spaces to be better protected or even created / enhanced including through better air quality, for exmaple.	There is a potential for air and surface water quality impacts due to the proximity of the A34 to the Oxford Meadows SAC and potential increases in traffic flow on A34 as a result of some of the proposals (including traffic filters) within the COTP. Where individual schemes are expected to have adverse impacts individual assessments including HRA's are expected to be completed and reported on to inform decision making.	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Nature	Develops blue and green infrastructure	1	Through COTP and its overarching document LTCP identifies actions to support the protection, maintenance and enhancement of the natural environment.		Combination of actions will be delivered by individual projects and a range of stakeholders.	Regular review and monitoring of COTP (within 5 years of being approved)
Nature	Improves access to nature and green spaces	1	Specific actions within COTP including on traffic reduction will help to support better access to nature and green spaces particularly within the city of Oxford by means of bus, or active travel. Actions also include development of a central Oxfordshire Active Travel Network		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Waste & Consumption	Reduces overall consumption	N/A			Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A				
Resilience & Adaptation	Increases resilience to flooding	N/A				
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	1	Reduced traffic levels and highway capacities proposed within the plan will allow for highway reallocation to alternate uses including, potential for increasing biodiversity, (i.e opportunities for pocket parks), better drainage attenuation etc which could assist at improving air quality. The plan also identifies adapting the areas streetscape to work to the Healthy Streets principles			

Category	Description	Score	Notes	Further Notes	Delivery	Review
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	1	Actions identified within the COTP should reduce traffic levels and highway capacities should reduce the need for as much road maintainance or structural repairs on some roads across the central Oxfordshire area.		Combination of actions will be delivered by individual projects and a range of stakeholders	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A				
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	2	The COTP will be used to inform development of identified transport schemes. This will ensure schemes are consistent with delivering net-zero transport.		Combination of actions will be delivered by individual projects and a range of stakeholders	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	The COTP and supporting schemes will encourage behaviour change to more sustainable modes of transport. Many of the measures outlined in COTP that will drive behaviour chance be subject to seperate project development and detailed consultation which will be important in defining the extent of successful impact. At this point a number of key measures also remain unfunded	If individual schemes within the COTP plan are progressed, it its anticipated that communications would be required to promote the scheme, making all content accessible, and, where relevent seek to support residents and others through any transition period, particularly where measures relate to travel demand management interventions/ information to support mode shift . This may require third sector outreach, for example, disability groups and would be expected to be developed as part of a wider communications and enagement strategy.	Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1	The COTP and its actions will be used to inform council decision making and work to ensure it considers net-zero transport. Measures identified in the plan will effect staff travel, encouraging more employees to use sustainable modes for travel to work and when on business related travel within the central Oxfordshire area		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.
Just transition	Promotes green innovation and job creation	1	The COTP includes policies to support innovative transport		Combination of actions will be delivered by	COTP to be reviewed within 5 years of being approved. As part of the
Just transition	Promotes health and wellbeing	2	Actions identified in COTP will reduce air pollution levels and encourage greater use of active travel modes. This will improve the health of local residents and visitors. Many of the measures outlined in COTP that will promote health and wellbeing will be subject to seperate project development and detailed consultation which will be important in defining the extent of successful impact. At this point a number of key measures also remain unfunded		Combination of actions will be delivered by individual projects and a range of stakeholders.	COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.

Just transition

Reduces poverty and inequality

2

A seperate Equality Impact Assessment has been prepared which has further details. The COTP will help to address inequality by delivering transport improvements for all residents and creating a more balanced transport system. There are specific actions with the plan to ensure that all residents can receive the benefits of transport improvements, including through measures like community activation. Those on lower incomes are less likely to have access to a car and (nationally) and are twice as likely to use buses as those on higher incomes. They are therefore more likely to disproportionately benefit from proposals in the plan to support sustainable travel options like cycling, walking and public transport. Cycling and walking are normally the lowest-cost transport modes. Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips. Improved public transport, walking and cycling routes will also improve access to employment.

Combination of actions will be delivered by individual projects and a range of stakeholders.

COTP to be reviewed within 5 years of being approved. As part of the LTCP, COTP will be monitored annually.

Divisions Affected – All

Place Overview & Scrutiny Committee
16 NOVEMBER 2022

OXFORD TRAFFIC FILTERS

Report by Bill Cotton

Corporate Director for Environment and Place

RECOMMENDATION

The Committee is RECOMMENDED to:

    a) **note the emerging summary of the public consultation and scheme impact assessments for the proposed trial traffic filters in Oxford;**

    b) **note the changes proposed to be made to the scheme in light of (a)**

    c) **note the draft officer recommendations to Cabinet.**

Executive Summary

1.   Across Oxfordshire, Oxfordshire County Council wants to reduce unnecessary journeys by private vehicles and make walking, cycling, public and shared transport the natural first choice. This will help deliver an affordable, sustainable and inclusive transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

2.   Traffic filters are an important tool to achieve this in Oxford. They will:

    (a)   make walking and cycling safer and more attractive

    (b)   make bus journeys quicker and more reliable

    (c)   enable new and improved bus routes

(d)   support investment in modern buses (including the ZEBRA project to fund up to 159 electric buses)

(e)   help tackle climate change, reduce local air pollution and improve the health and wellbeing of our communities.

3.   Traffic filters on main roads have been part of Oxford's transport strategy since 2015, including the recently adopted Local Transport and Connectivity Plan. They are a key tool to reduce motorised traffic in the city, and were subject to public consultation in 2019, alongside a citywide workplace parking levy.

4.   The council engaged extensively with community groups, resident associations, businesses and stakeholders on amended traffic filter plans (alongside proposals for a workplace parking levy and expanded zero-emission zone) between February and September 2022.

5.   Many of our partners requested that we phase the consultation and implementation of the three schemes. Based on this feedback it was decided to bring forward the traffic filter proposals first and introduce them as a trial under an experimental traffic regulation order (ETRO). Such a process would allow the council to monitor the impact of the traffic filters, seek views on how they are working and make changes, if necessary, before any long-term decision about them.

6.   Further changes were made to the proposals based on feedback received from stakeholders during this engagement process.

7.   Regulations require a highway authority to consult with statutory consultees such as emergency services before introducing an ETRO. Given the wide-ranging nature of this scheme, a more comprehensive public consultation was undertaken, to include the statutory consultees, but also to invite comment from the wider public.

8.   A public consultation on the amended traffic filter proposals, to be implemented as a trial rather than permanent scheme, ran from 4th September to 13th October 2022, concurrently with a public consultation on an updated transport strategy for the city, the Central Oxfordshire Travel Plan (COTP) including a variety of communications, and events.

9.   This report summarises:

- The proposed scheme (as consulted on)
- The scheme's alignment with corporate policies and priorities
- Alternatives considered

- Benefits and impacts
- Emerging outcomes of the recent consultation
- Changes to the scheme in response to engagement and emerging consultation results
- Costs
- Implementation programme
- Draft officer recommendations to Cabinet

Proposed scheme (consultation proposals)

10.   Six trial traffic filters are proposed in Oxford at:

- St Cross Road
- Thames Street
- Hythe Bridge Street
- St Clements
- Marston Ferry Road
- Hollow Way

11.   The consultation brochure at Annex 1 provides full details of the proposals, as consulted on.

Corporate Policies and Priorities

12.   In July 2022, Oxfordshire County Council adopted its new Local Transport and Connectivity Plan (LTCP) which 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.   This includes ambitious targets to:

- replace or remove 1 in 4 car trips in Oxfordshire by 2030

- deliver a net-zero transport network by 2040, and

- have zero, or as close as possible, road fatalities or life-changing injuries by 2050.

13.   To help deliver the LTCP vision, the emerging Central Oxfordshire Travel Plan proposes a set of 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area, including proposals for traffic filters which are required to address several challenges including the need to:

- reduce exposure to air pollution and rapidly reduce carbon emissions from all transport related activities

- reduce congestion and its negative impacts on bus services and economic productivity and vitality

- encourage more sustainable development, making greater use of limited road space and prioritising public transport, walking and cycling

- improve health and wellbeing and reduce health inequalities.

Alternatives considered

14. Several potential alternative options to manage traffic and travel demand have been considered to inform previous engagement on traffic filter and workplace parking levy (WPL) proposals in 2019 (Connecting Oxford), and before that, the Oxford Transport Strategy (OTS), which was adopted in 2015. Options considered were:

- Public parking reduction

- Workplace parking levy

- Road user charging

- Traffic filters

- Road building and highway capacity improvements

15. The preferred measures in the OTS and Connecting Oxford combined a workplace parking levy with traffic filters across the city and which would support strategy objectives by bringing about sustained traffic reduction and modal shift from private car travel as well as funding for transport investment. Concerns around fairness of a city-wide road user charging scheme, particularly on low income and other vulnerable groups, plus high implementation and administration costs, meant this option was unlikely to be achievable and so was not taken forward. Conversely, traffic filters were seen as providing a more equitable and cost-effective solution and which had greater support (linked to experience with city centre bus gates).

Scheme impacts

16. The development and assessment of the traffic filters have been supported by a range of supporting analysis, which indicates the scheme will:

- Reduce traffic levels by around 20% across the city within the ring road
- Reduce traffic levels by more than a third within the city centre
- Increase bus and Park and Ride use by up to 10%
- Enable new and improved bus routes
- Reduce overall accidents by around 9%
- Significantly improve air quality due to traffic reductions
- Increase cycle mode share by over 10%

17. A more detailed summary of the impacts and benefits is in Annex 2.

February to September 2022 engagement

18. In February 2022, proposals for traffic filters, an expanded zero-emission zone (ZEZ), and a workplace parking levy (WPL) were announced. Following the announcement, officers have held over 100 meetings with community and residents' groups, schools, employers, faith organisations and a wide range of other stakeholders.

19. The main concerns raised were that:

- responding to three such major proposals at the same time is difficult;

- the traffic filters may create access problems, particularly for residents living near them and for businesses across the city;

- the traffic filters will displace traffic and pollution to other parts of the city, including the ring road; and

- more evidence is needed on the impact of traffic filters to form a final view on them, particularly in relation to the wider congestion and air quality effects of the scheme

September/October 2022 public consultation

20. A public consultation ran from 4 September to 13 October 2022 on amended proposals designed to address the four concerns above. The changes included:

- focusing on the traffic filters alone initially, with consultations on the ZEZ and WPL deferred until 2023;

- a range of new exemptions and permits to address residents' and businesses' access concerns; and

- progressing the scheme as a trial in the first instance, with a six-month consultation period while the trial is in progress to allow people to see the impacts first hand.

21. Although the scheme will initially be a trial – implemented using an Experimental Traffic Regulation Order (ETRO) – the relevant regulations require the council to consult specific organisations – "statutory consultees" – affected by the proposals (e.g. emergency services) before the trial begins. Given the wide-ranging nature of this scheme, a wider public consultation was completed and widely publicised in addition to the limited consultation required by the regulations. This included online and in-person events open to all, as well as one to one discussions with stakeholders.

22. The council received 5526 responses via Let's Talk Oxfordshire, along with a further 488 emails and 173 paper copies of the survey (6187 responses in total).

23. A petition signed by 3210 people was received opposing the Marston Ferry Road and Hollow Way traffic filters, on the grounds that the proposals would "separate communities within Oxford, disproportionately discriminating against elderly, vulnerable, pregnant and disabled individuals." The petition argues that "the county council has not adequately made the case for traffic filters on key connecting roads outside of Oxford city centre, and this petition signals a significant public opposition towards filters proposed on Marston Ferry Road & Hollow Way."

24. A second petition signed by 1842 people was received expressing concerns about traffic increases on Botley Road, stating "Oxfordshire County Council's plans for new traffic filters in Oxford centre would result in Botley Road being the main access route for all the traffic for Oxford Train Station, Osney Mead, the new Oxpens development and the Westgate Shopping Centre. People who use or live near Botley Road also deserve to benefit from a big reduction in traffic, congestion and pollution. We call on Oxfordshire County Council to change these plans so that traffic to some of these destinations, particularly the Westgate Shopping Centre, is directed elsewhere."

25. During the consultation period, Oxfordshire Liveable Streets (a local interest group) commissioned research by YouGov to ascertain views of Oxford residents about traffic filters. 249 people were asked the following question: "Six new 'traffic filters' are being considered which are designed to reduce traffic

levels across Oxford, making bus journeys quicker and walking and cycling safer. When they are operating, most private cars will not be allowed through without a permit. All other vehicles including buses and emergency services will be allowed at all times. Having read the above, would you support or oppose such a measure?" In response, 60% supported and 31% opposed the measure.

26. Officers have not been able to verify exactly what information about the proposals was made available to those signing the petitions or participating in the YouGov survey.

27. The main concerns arising from the consultation are summarised in Annex 3, along with officer responses.

Proposed changes to the scheme

28. Annex 4 outlines changes to the scheme recommended by officers to address the points raised in the consultation.

29. Officers will be seeking delegated authority (in consultation with the relevant Cabinet member) to make further minor changes to the trial scheme before it comes into force, if necessary.

30. An Experimental Traffic Regulation Order allows the council to adjust the scheme once it is in force, subject always to consultation.

31. There remains some confusion over the residents' day passes being offered to Oxford and selected neighbouring areas. A maximum of 100 day passes would be available per person and per vehicle (with a maximum of one vehicle per person). An individual with two cars would still only be eligible for up to 100 day passes. To be eligible for 200 day passes, a household would need to have two cars, each registered to a different owner living in the household. No more than three cars would be eligible per household.

Complementary measures and other supporting actions

Trial scheme

32. Table 1 below summarises complementary schemes to be introduced (subject to consultation and funding) in time for the start of the trial, apart from i) some temporary cycle schemes which may not be possible to introduce until the trial is underway and traffic effects have been observed, and ii) bus electrification (part-funded through Zero Emission Bus Regional Areas – ZEBRA – funding), which will be introduced over the next two years.

33.	If the trial is not made permanent, some of the measures in Table 1 may need to be removed or amended. The reversal of the Woodstock Road bus lane is the only major infrastructure change but is justified (and supported by bus operators) now, without the traffic filters, so this scheme would remain in place even if the traffic filters are not made permanent.

Table 1: complementary measures for trial	
Measure	Cost range
ZEBRA: 159 electric buses on routes across Oxford	Over £50m
Bus services – Eastern Arc and North-West route	£3m - £5m
Woodstock Road bus lane reversal (from southbound to northbound)	£1m - £3m
East Oxford Low Traffic Neighbourhood (selected filters)	Under £1m
Removal of on-street parking on Hollow Way	Under £1m
Bus and P&R fare deals (operator-led)	N/A
New e-scooter locations	Under £1m
Additional cycle parking	Under £1m
Temporary cycle schemes	Under £1m
Westgate monitoring & car parking management	Under £1m
Travel planning	Under £1m
50mph limits on ring road and A34 (subject to funding and National Highways approval)	Under £1m

34.	If the trial is approved, officers will continue to investigate opportunities and funding for further complementary measures to support the trial.

35.	Four of the local traffic filters (Divinity Road, Southfield Road, Rectory Road and Princes Street) forming part of the East Oxford Low Traffic Neighbourhood trial currently in place (under an Experimental Traffic Regulation Order) would play an important role in supporting the six 'strategic' traffic filters. The East Oxford Low Traffic Neighbourhood trial has not yet concluded, and a decision about whether to make some or all of it permanent will not be made until 2023. After this decision has been made, the council will need to consider whether any further supporting measures are needed to support the trial of the 'strategic' traffic filters.

Wider measures to support a permanent scheme (if approved)

36.   Table 2 below summarises the main Central Oxfordshire Travel Plan actions. These will be developed and implemented (subject to funding and consultation) whether the trial traffic filters are made permanent or not. If the traffic filters are made permanent, there will be opportunities to progress many of these actions significantly further and faster.

Table 2: further complementary measures for future permanent scheme (in addition to measures listed in Table 1)
Measure
Zero Emission Zone
Workplace Parking Levy
Public parking management
Cycle network: Quickways, Quietways and Connector routes
Pedestrian/cycle wayfinding and signage
Junction safety improvements
Cycle parking and cycle hire
Bus priority measures
Zero emission buses across central Oxfordshire
Oxford station and Cowley branch line
Transport hubs
Freight consolidation
HGV reductions and safer lorry scheme
Public realm improvements
Tourist coach management improvements
E-scooter hire
Electric vehicle charging points

Implementation programme

37.   The consultation proposal was for the scheme to be implemented in summer 2023. However, Network Rail has recently confirmed that Botley Road will be closed from January to December 2023 for major upgrades to the station and rail bridge over Botley Road. This makes it impossible to proceed with a trial traffic filter scheme, because the closure of a major arterial route into the city will severely disrupt travel behaviour and would therefore render any trial invalid

and undermine its aims. This approach is supported by the bus operators due to the impact of the Botley Road closure on the wider network.

38. Officers will therefore be recommending that the trial starts in 2024, once Botley Road re-opens.

Financial and staffing implications

39. The total capital costs of the trial filters are not expected to exceed £6.38m. This budget estimate includes:

- Signage, back office systems and enforcement cameras
- Directional signage across Oxford and on the ring road
- All staff costs
- Professional fees for scheme design and assessment
- Extensive monitoring and evaluation
- Allowances for risk, contingency, optimism bias, and inflation
- Removal of infrastructure should the scheme not be made permanent

40. The capital costs will be funded by government grants (Bus Service Improvement Plan and Growth Deal) and income from penalty charges.

41. The scheme will also result in significant ongoing operational expenditure (permit administration, processing of penalty charges, systems and infrastructure maintenance, and communications). These costs are expected to be covered entirely by income from penalty charges.

Monitoring and evaluation

42. Monitoring of the traffic filters is fundamental to understanding their effectiveness in supporting objectives to reduce traffic levels within Oxford and which in turn reduces bus journey times and supports increased walking, cycling and public transport use. Monitoring will also help to identify whether any changes to the scheme design and/or supporting measures are required as well as informing any final decisions about whether to make the traffic filters permanent or not.

43. A monitoring framework has been prepared setting out a range of data collection and information collation and reporting cycle requirements to monitor the effects of the trial traffic filters. This proposes a broad range of activities to be able to monitor, for example, air quality exposure, changes in traffic and travel behaviour, journey times and journey time variability, impacts on residents and

businesses, and compliance. Should a decision be made to go ahead with the trial, a detailed monitoring plan will be prepared well in advance of the start of the trial.

Climate action

44.   A Climate Impact Assessment is at Annex 5. The scheme will have a net positive impact particularly in terms of reducing travel by private car and increasing use of walking, cycling and public transport. Also, the traffic filters will support the introduction of brand-new electric buses accelerating electrification of transport in Oxfordshire.

45.   Separately, an assessment of changes in CO2 by 2024 as a result of the traffic filters, compared to a scenario without the filters in place, shows a 6% reduction in total annual CO2 emissions from road transport in Oxford.

Equality & Inclusion Implications

46.   An Equality Impact Assessment has been carried out and is currently being updated to reflect the proposed changes to the scheme following consultation. The traffic filters are likely to have a net positive impact, including Protected Characteristic Groups. This is because traffic filters will help to make bus journeys quicker and more reliable, support the introduction of brand-new electric buses, make cycling and walking safer and more attractive, and reduce local air pollution to improve the health and wellbeing of Oxford's communities.

47.   Improved conditions for buses will particularly benefit those who currently use buses, including some disabled people, women (who are more likely to use public transport than men), and 'Black/African/Caribbean/Black British' residents who have the highest public transport mode share by ethnic group in Oxford. There are also likely to be benefits for those who cycle (predominantly those aged 16-24 and those aged 25-44) due to reduced traffic. This will create a safer and more accessible environment for people cycling and has the potential to encourage people from all backgrounds to cycle.

48.   It is acknowledged that the traffic filters may inconvenience some drivers and some of those who rely on cars, e.g. older and/or disabled people and people from certain ethnic groups. Where the traffic filters increase journey times, this may have a disproportionately negative impact on non-professional carers for disabled and/or older residents who are more likely to be making regular trips by car.

49. However, it is important to recognise that motor vehicle access to all locations has been maintained. Exemptions for Blue Badge holders, people with short- and long-term mobility problems, disabled tax class vehicles, taxis and private hire vehicles, and both professional and non-professional health and care workers will mitigate these potential impacts. Indeed, for those with exemptions, the traffic filters are expected to improve these journeys by reducing congestion and improving journey time reliability. The ability for residents to obtain day passes will also help mitigate impacts on people making fewer regular journeys.

Draft Cabinet recommendations

50. The draft Cabinet recommendations are quoted below:

"Following consideration of the outcome of the public consultation, scheme impact assessments and [report/feedback] from the Place Overview and Scrutiny Committee, Cabinet is RECOMMENDED to:

   i. *approve the making of an Experimental Traffic Regulation Order (or Orders) introducing six traffic filters in Oxford as described in [relevant Cabinet paper annex detailing updated scheme proposals] to this report, subject to further minor changes to allow the scheme to operate as intended without affecting the scheme outcomes;*

   ii. *authorise delegation to the Corporate Director for Environment and Place to make and implement the necessary Experimental Traffic Regulation Order(s);*

   iii. *authorise the Corporate Director for Environment and Place, in consultation with the Director for Law and Governance and the Cabinet Member for Travel and Development Strategy, to make any further minor changes to the scheme before it comes into force, to enable it to operate as intended without affecting the scheme outcomes (noting that an Experimental Traffic Regulation Order allows the council to adjust the scheme once it is in force); and*

   iv. *approve the development and implementation of the infrastructure and supporting systems required for the traffic filters, at an estimated cost of £6.38m."*

NAME
[SLT Member]

Annexes:
Annex 1 – Consultation brochure
Annex 2 – Scheme impacts and benefits
Annex 3 – Consultation feedback

Annex 4 – Proposed changes to scheme
Annex 5 – Climate Impact Assessment

Background papers: None
Contact Officer: TBC
November 2022

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Oxford Traffic Filters

OXFORD CITY COUNCIL
www.oxford.gov.uk

OXFORDSHIRE COUNTY COUNCIL

Contents

Our vision for transport in Oxford

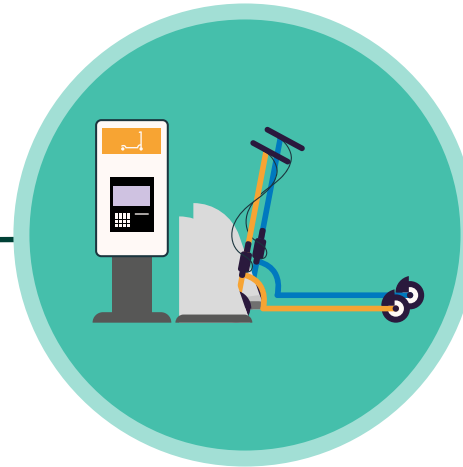An affordable bus network with new and improved routes, able to travel at the speed limit 24 hours a day, 7 days a week.

A comprehensive, safe cycle network with reallocation of road space from motor vehicles to cyclists and pedestrians.
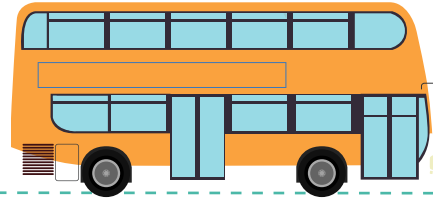

Congestion-free roads for residents, visitors and businesses to make essential journeys in zero emission vehicles.

Beautifully designed streets and public spaces, with clean air.

Introduction

Transport plays an important role in our everyday lives. It enables journeys to work, education, shops and healthcare, supports 30,000 businesses across the county and connects us to our family and friends.

An affordable, reliable and sustainable transport system is a key step to making Oxfordshire a greener, healthier and more inclusive county. We know this will help our poorest communities the most, protect our environment and help businesses thrive. It will also help us successfully accommodate future growth in an economically and environmentally sustainable manner.

The Local Transport and Connectivity Plan (LTCP) adopted earlier this year outlines a clear long term vision for our county. Our vision is ambitious, and to achieve it we need to reduce the need to travel in private cars, and make walking, cycling and public transport the natural first choice. Traffic filters are an important tool to help us achieve this vision.

We are proposing six trial traffic filters on key routes across Oxford. We recognise that they represent a major change to the transport system in Oxford. That is why we are proposing to introduce them as a trial for a minimum of six months from summer 2023 under an experimental traffic regulation order (ETRO) and want your views on the ETRO. We are also proposing a number of exemptions and permits.

Traffic filters are designed to reduce traffic, make bus journeys faster, and make walking and cycling more convenient and safer. When they are operating, private cars will not be allowed through without a permit. All other vehicles including buses, taxis, vans, mopeds, motorbikes and HGVs will be allowed at all times.

People don't need to give up motor vehicles entirely. We understand that there are many reasons why some journeys by car or other motor vehicles are necessary. We want to enable these essential journeys to continue as well as giving us more options to travel in other ways, such as by bicycle, e-scooter, bus, or on foot. Leaving cars and other vehicles for the necessary journeys only.

We can only make this vision a reality with feedback and engagement from the people of Oxfordshire. We know it will take a while to get to where we want to be, but we have a clear plan for shifting the balance away from single occupancy cars in favour of something healthier and more sustainable.

Traffic filter benefits

Six traffic filters will deliver the same benefits as many kilometres of bus lanes, reduce the risk of road collisions and improve air quality.

The traffic filters will

- Reduce traffic levels across the city within the ring road.
- Make bus journeys faster.
- Increase bus and Park and Ride use.
- Enable new and improved bus routes.
- Reduce overall accidents within the city.
- Improve air quality due to traffic reductions.
- Increase cycle mode share.
- Support investment in modern buses

Less traffic and better bus services will encourage people to leave their cars at home, which will make walking and cycling safer and more pleasant. It will improve our urban environment and public spaces. This will benefit our economy, our health and our wellbeing.

A Case for change

As our economy and population continues to grow, so does traffic on our roads. In 2019, the total vehicle miles driven in Oxfordshire passed 4 billion for the first time. All road users, including people who walk, cycle and use the bus suffer the effects of the resulting traffic.

The cost of congestion to families and businesses is too high. We can't spend all our lives stuck in traffic jams. Traffic congestion causes air pollution which is harmful for our health and environment. Cyclists and pedestrians are at risk of accidents. Bus journeys are taking longer and are often unreliable.

Threat to our bus network

Some bus services in the county have been cut recently. More services are at risk if we do not take action to improve bus journey times and reliability. Over 30% of residents in Oxford do not own a car and are reliant on bus services. Fewer bus services would reduce travel options and opportunities to access jobs and services for many people.

Oxfordshire is the most rural county in South East England, but it still has one of the best bus networks in the country with 41 million bus journeys made in 2019. However, passenger numbers were badly hit by the impact of the pandemic.

Demand for buses during the peak of COVID decreased and is still only back to just under 85% of pre pandemic levels. Bus companies need the demand for buses to increase to at least pre pandemic levels to keep buses running and viable. They are also dealing with rising fuel prices, shortages of drivers, and uncertainty about financial support from the government.

People, both young and old travel by bus to get to their workplace, shops, places of worship, hospital appointments or meeting friends. Persistent traffic congestion and the decline in bus use since the pandemic are making buses slow and more expensive. The average speed of buses on many routes in the city is below 10 miles per hour throughout the day.

Bus operators have already cut some services and further changes will negatively affect the many people who do not own cars and therefore rely on public transport.

Over 60% of visitors to the city centre travel by public transport or active travel. Urgent action is needed to improve these travel options to ensure businesses located in the city centre can continue to thrive.

Over 60% of visitors to the city centre travel by public transport or active travel.

Unacceptable injuries and deaths on our roads

High levels of traffic create an unsafe and unpleasant environment for people walking and cycling in Oxford.

Between 2015 and 2019 over 1,700 traffic accidents were reported in Oxford, resulting in over 2,000 casualties. **People walking and cycling are more vulnerable than car drivers and over half of these casualties were cyclists (41%) and pedestrians (12%).**

Road safety is a major barrier to people walking and cycling. In response to the Oxfordshire Cycle Survey in 2019, over 60% of people said that traffic levels and road safety were their main concerns.

Most road casualties are concentrated in the city centre and on the main roads leading there. The traffic filters are expected to create a much safer and more attractive environment for walking and cycling by reducing traffic levels and freeing road space for better cycle lanes and pavements.

Cyclist and pedestrian casualties (2015-2019)

12%

41%
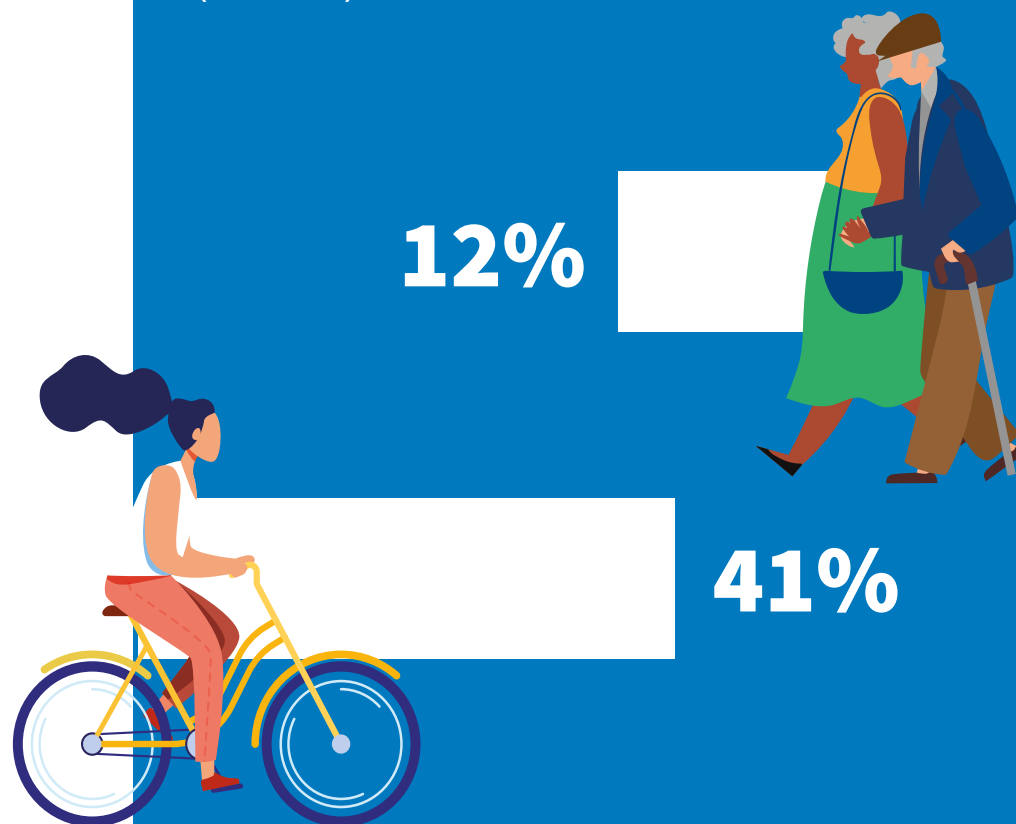
Air pollution and health challenges

Air pollution is a major public health risk in the UK and the government has declared it to be a 'top environmental risk to human health'.

In Oxford 40% of nitrogen dioxide comes from transport.
This level increases at busy roadside locations.

There is no 'safe' level of air pollution; the World Health Organisation is clear that even low levels can be harmful to human health over the long term.

One of the fastest ways to improve air quality is by reducing the use of private cars and walking and cycling or using low or zero emission buses instead.

Inactivity

High levels of traffic combined with high levels of air pollution make walking and cycling less attractive. We know that physical activity has a direct impact on health, and walking and cycling are the cheapest and most accessible ways of being active.

By making it easier for people to walk and cycle, we can provide more opportunities for children, adults and older people to stay active and protect their health.

CHILDREN	ADULTS	OLDER ADULTS
Bone health	All-cause mortality	Falls
Cognitive function	Stroke + heart disease	Frailty
Cardiovascular fitness	Hypertension	Physical function
Muscle fitness	Type 2 diabetes	
Weight status	8 cancers	
Depression	Depression	
	Cognitive function	
	Dementia	
	Quality of life	
	Sleep	
	Anxiety / depression	
	Weight status	

Why traffic filters?

We need a sustainable solution to make our buses faster and more reliable and make walking and cycling safer and easier.

Oxford has very little space for new or wider roads. The only way to reduce traffic is to improve public transport and create safer and more attractive walking and cycling facilities.

Traffic filters are part of a wider plan for Oxford (as detailed in the **Central Oxfordshire Travel Plan)** and surrounding areas that could significantly reduce traffic on bus routes to allow buses to flow freely. Without the disruption, high cost and pollution that comes with physically building new roads. We will also be able to reallocate road space from private vehicles to cyclists and pedestrians.

What are traffic filters?

Traffic filters are designed to reduce traffic, make bus journeys faster, and make walking and cycling more convenient and safer. When they are operating, private cars will not be allowed through certain sections of roads without a permit. All other vehicles including buses, taxis, motorbikes, vans, mopeds and HGVs will be allowed at all times.

Traffic signs identify the location of each traffic filter, including operational hours and vehicles that are exempt to travel through. The scheme will be enforced using automatic number plate recognition cameras.

The concept of traffic filters was first introduced in 2015 in the Oxford Transport Strategy which was part of the county's local transport plan. We have been engaging with our partners and residents over the last few years. The latest proposals are a result of that engagement work and updated transport analysis and evidence.
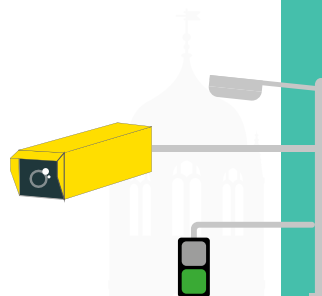
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Map labels: Marston Ferry Road traffic filter · St Cross Road traffic filter · Hythe Bridge Street traffic filter · Thames Street traffic filter · St Clements traffic filter · Hollow Way traffic filter

How and when will the traffic filters operate?

Automatic number plate recognition (ANPR) cameras will be installed to monitor vehicles going through the traffic filters. Traffic signs will identify the location of each traffic filter, including operational hours and vehicles that are exempt to travel through.

Any driver of a vehicle that goes through the traffic filter and is not exempt or using a permit, will be charged a penalty (currently £70).

The traffic filters will operate 7 days a week from 7am to 7pm, apart from traffic filters on Marston Ferry Road and Hollow Way which will not operate on Sundays.

Where will the traffic filters be located?

The proposals include six traffic filters. Three of these will be located in the city centre on St Cross Road, Thames Street and Hythe Bridge Street.

The remaining three filters will be located on: St Clements, Marston Ferry Road and Hollow Way.

Exemptions

For the trial, it is currently proposed the following vehicles will be exempt from the traffic filters. This means they can travel freely, at all times and without applying for a permit.

- **Buses**
- **Coaches**
- **Taxis**
- **Private hire vehicles**
- **Mopeds**
- **Motorbikes**
- **Vans (excluding people carriers)**
- **Heavy goods vehicles (HGVs)**
- **Special vehicles such as emergency services**

Permits for private cars will be available for:

- **Blue badge holders**
- **Professional health or care workers**
- **Non-professional carers (for operational journeys, not commuting)**
- **Cars used as goods vehicles by businesses based in the permit area (see map opposite)**
- **Residents living in the permit area (see map opposite)**

The permit area includes:

- **Oxford City Council's administrative area**
- **North Hinksey Parish**
- **South Hinksey Parish**
- **Cumnor Parish east of the A420, including Botley, Dean Court, Cumnor Hill, Chawley and parts of Cumnor**

Residents in these areas will be able to apply for a permit to drive through the traffic filters for up to 100 days per year, with a maximum of three permits per household and one permit per person.

Traffic filter permit area
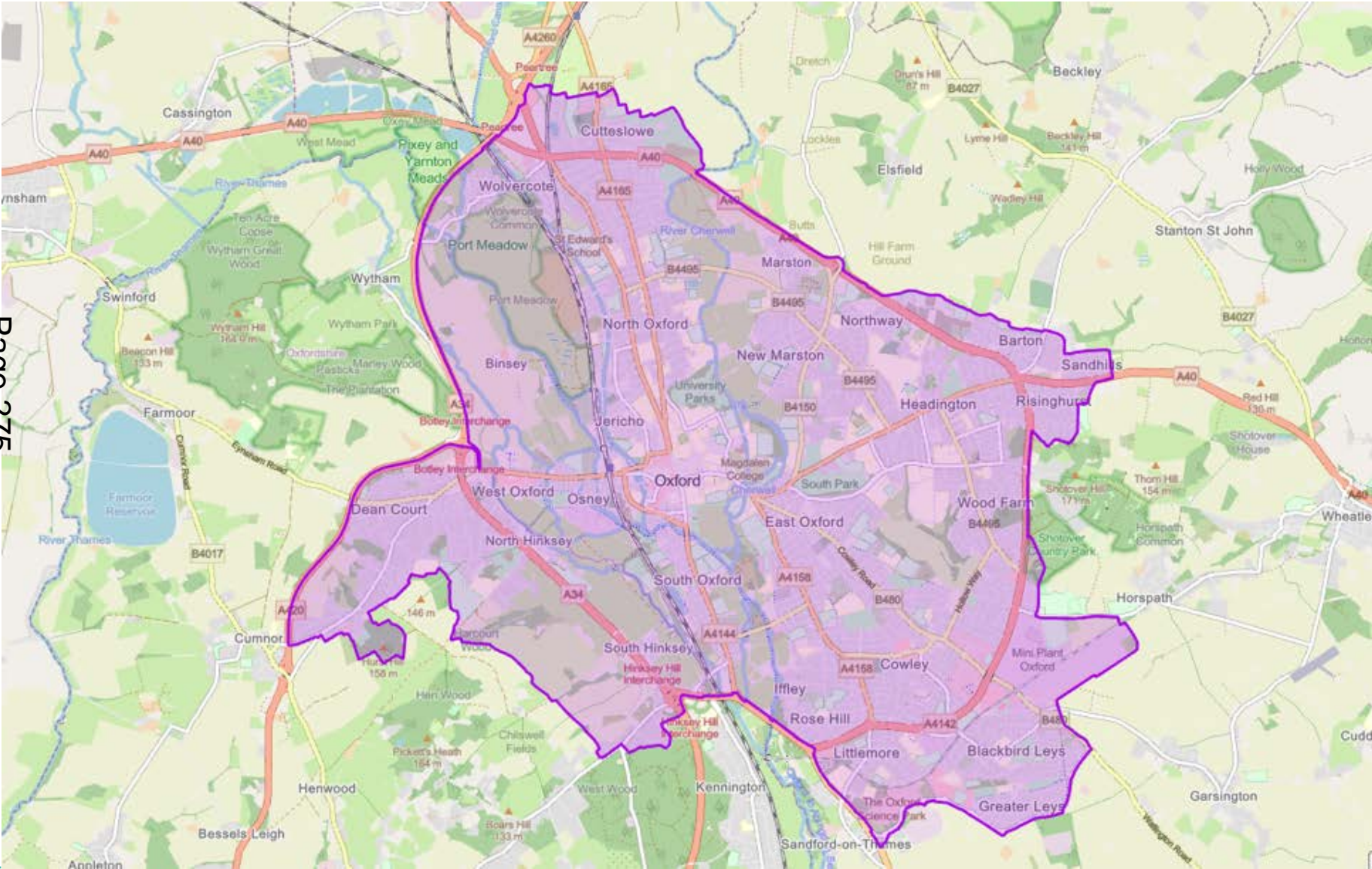
Bus service improvements

New 'eastern arc' service

If implemented, new services will be introduced in the eastern part of the city. We expect there to be a frequent service connecting the following destinations:

- **Oxford Parkway**
- **Summertown**
- **John Radcliffe hospital**
- **Oxford Brookes University**
- **Cowley Centre**
- **Redbridge P&R**

Potential destinations to be served by improved Eastern Arc bus routes

Routeing is indicative and illustrates one potential option only.

Bus Routes

—— New Eastern Arc Route

New west-north through service

Connecting existing services 4 and 6 will create frequent a west-north through service between Botley and Wolvercote via Botley Road, city centre and Woodstock Road. This will provide direct cross-city services for movements that currently require interchange between services.

- **Wolvercote**
- **Woodstock road**
- **City centre**
- **Railway station**
- **Botley road**
- **Botley**
- **Cumnor**

Potential destinations to be served by new west-north through service.

Routeing is indicative and illustrates one potential option only.

Bus Routes N

—— Joined Routes 4a/4b and 6

15
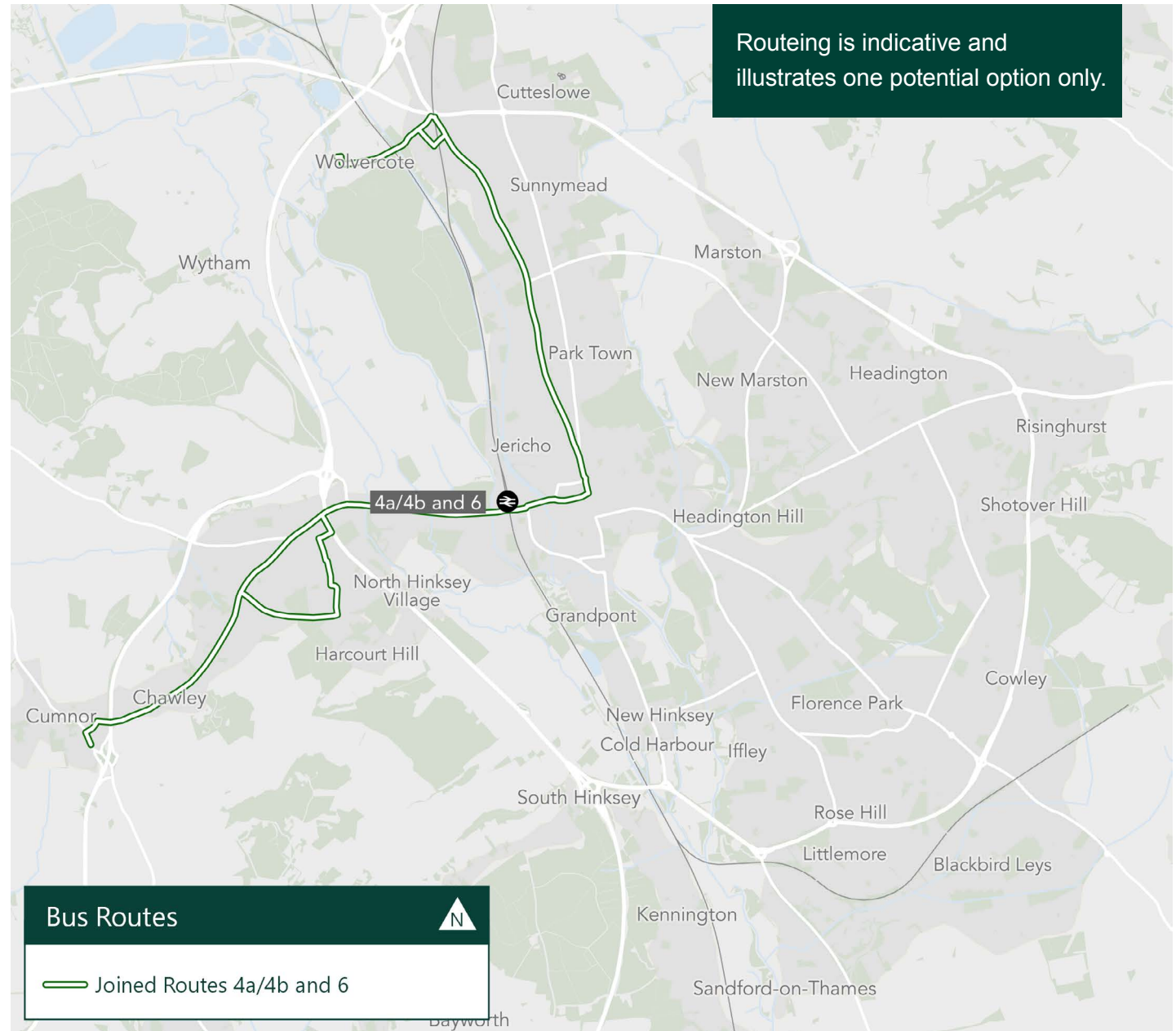
How will traffic filters affect my journeys?

Traffic filters will provide people with a range of different options to make journeys. These will be accessible, inclusive, sustainable and affordable.

Some car journeys might be longer but the alternative bus journey will often be quicker. It will be much more realistic and appealing for some short journeys to be taken on foot or by bike.

Journeys by commercial vehicles, carers and other exempt user groups should become much more efficient, as a result of overall reductions in traffic and related congestion. This will also help business operations within the city.

Journeys made by walking and cycling

A large proportion of people in Oxford already walk and cycle. We want to build on that success and traffic filters will help us achieve our county-wide target to increase the number of cyclists on our roads by at least 60%.

Traffic filters will significantly reduce traffic and lead to:

- Better road safety, which will encourage less confident cyclists to get on their bikes.

- Better air quality and more pleasant journeys on foot or by bicycle.

  More space created for walking and cycling in the longer term as road space is re-allocated from general traffic to new cycle tracks and better spaces for pedestrians.

Journeys made by bus

Oxford already has one of best and most successful bus networks in England. Traffic filters will improve our bus network by:

- Shortening bus journey times

- Supporting new bus routes, especially in the eastern part of Oxford including a possible new service through the city centre connecting west and north Oxford.

- Supporting investment in modern buses in Oxford.

60%
Increase in cyclists

Journeys made by private car

We know that business as usual is not an option. We need to reduce our car journeys to reduce traffic congestion, protect our environment and protect the large number of people dependant on buses for their daily needs. This includes businesses who currently rely on people who arrive by bus, on foot or by bike.

- There will be no parts of the city that you will not be able to get to by car. Drivers will still be able to access their destination and there will be no changes to car parking as part of the traffic filter proposals.

  Private cars that do not go past a proposed traffic filter will be unaffected.

  Some car journeys will need to find a different route, usually using the ring road. This may result in longer journey times, mainly for trips between Oxford's suburbs and across the city.

- Day passes will be available for residents of Oxford and some areas to the immediate west of the city. These will allow vehicle owners to travel through all of the traffic filters for up to 100 days per year. This equates to an average of two days per week.

- For people using resident day passes and other exempt users, including Blue Badge holders and carers, journeys through traffic filters especially including to and via the city centre are expected to be faster and more reliable.

- Car journeys most affected will be those that are not exempt, and currently route across the city centre. Alternative public transport, taxi and cycle routes already exist for these journeys, all of which are expected to improve with traffic filters.

DAY PASS
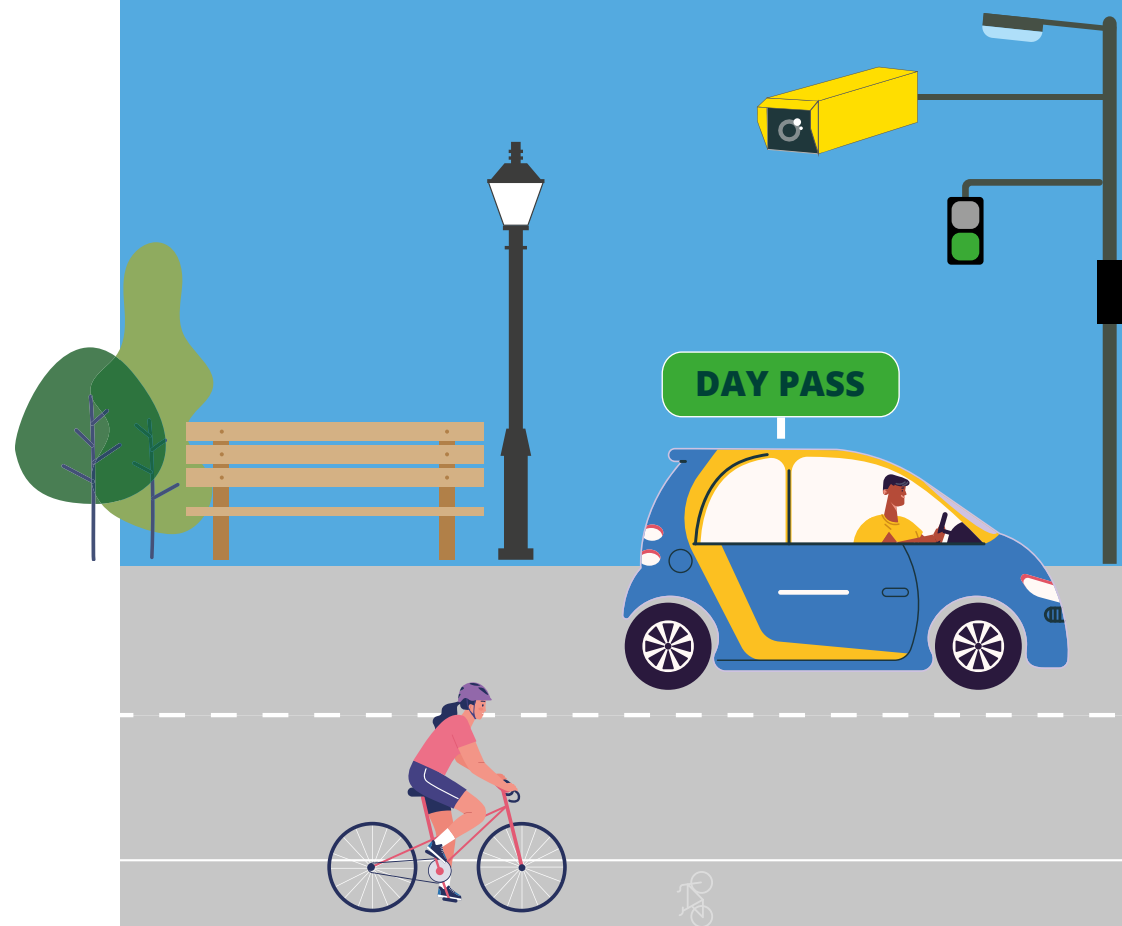
Goods vehicles and cars used as goods vehicles for business purposes

We recognise that many journeys made by goods vehicles, (vans and HGVs) do not have a realistic alternative option to avoid traffic filters, and that many businesses rely on frequent deliveries.

That is why all vans and HGVs will be exempt from the filters. Cars used as good vehicles by businesses will also be allowed to travel through the traffic filters, but must apply for a permit.

Reduced congestion will also mean these goods reach their destination quicker.

Taxis and private hire vehicles

Taxis and private hire vehicles will be exempt from the filters, so journey times will typically be shorter, as they will be less affected by congestion.

Impact of traffic using different routes

We recognise that some drivers may avoid the filters by changing their route and there are likely to be other responses such as changing their time of travel or even travelling less often. We will monitor the impact of the schemes on other roads to establish whether alternative routes become busier. If needed, we could make changes to the scheme, such as the timing of the filters and/or amending permitted access.

Vans and HGVs.

Goods reaching destinations faster.

Taxis + private hire vehicles are exempt.

We will monitor the impact.

How will areas outside the city be affected?

Traffic filters are part an important measure to achieve our countywide transport plan and vision.

Buses:
The six traffic filters will improve overall bus journey times and reliability for all services between other districts and Oxford, including Park & Rides and longer distance bus services to Oxford.

Cycling:
Traffic filters will enhance the attractiveness of cycling to and within Oxford. A large proportion of people living in and around Oxford already cycle into the city. This number is expected to increase because of the improvements delivered by the traffic filters and other county-wide transport investments to support cycling.

Car journeys:
Car journeys within and between districts will be largely unaffected by the traffic filters, although the Oxford ring road might be busier at certain times of the day.

BUS STOP

ETRO process

What is an experimental traffic regulation order (ETRO)?

Changes to the way we use roads such as speed limits, parking and vehicle restrictions require legal notices, usually called traffic regulation orders (TROs).

Experimental traffic regulation orders (ETRO) allow a council to introduce traffic measures as a trial and makes changes during that trial if needed. This helps the council and members of the public to test how a scheme works before any permanent decisions are made.

During the trial period, Oxfordshire County Council will collect information on the effects of the scheme such as changes in traffic levels and bus journey times and also ask residents and businesses for their views on the measures.

A second consultation will run alongside the trial period where people can submit their feedback based on their experience of the traffic filters.

At the end of the trial, the council will make decision about the long-term future of the traffic filters based on all the information collected and feedback received.
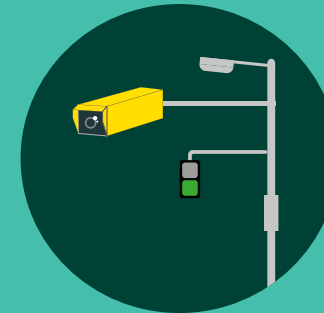
The scheme will be tested.
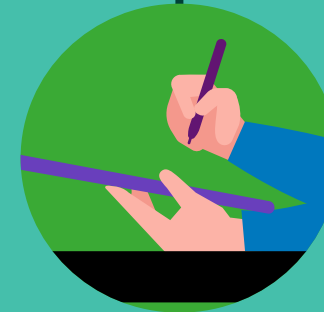
We will monitor the scheme.

We will ask for your feedback.

We will review the information.

Monitoring and evaluation

It is proposed that the trial traffic filters will be implemented in summer 2023 for a period of at least six months.

We will assess the impact of the traffic filters during the trial period to understand the effectiveness of the traffic filters and if any changes need to be made to the scheme.

A detailed monitoring and evaluation framework will be developed before implementation. It is anticipated that this will include:

- Changes in traffic levels at traffic count sites across the city. This will include locations inside the traffic filter area, the ring road and locations throughout the city. This data is collected automatically by the county council's traffic counters.

- Changes in the number of people cycling, walking and using public transport.

- Changes in air quality based on air quality monitoring locations throughout the city.

- Changes in traffic congestion and bus journey times for services on all key corridors, and by time of day.

- Monitoring of impacts on specific Protected Characteristics Groups (including gender, age, disability, maternity) to assess whether the scheme has any adverse and/ or unintended consequences.

2015

Traffic filters were included in the Oxford Transport Strategy

2019

First consultation on traffic filters

2020

Consultation on temporary city centre bus gates

2021

Consolidating consultation feedback, technical work and update proposals

2022
February to October

Meetings with businesses, resident groups, schools, hospitals and other organisations

2022
5 September

Pre-ETRO consultation opens on updated proposals

2022
3 October

Pre-ETRO consultation closes

2022
Autumn

Cabinet decision on starting a ETRO

2023
Summer

If approved, the traffic filter ETRO would start for a minimum of 6 months. A second public consultation will also take place during this time. We would continue engaging with you during this process.

Have your say

Visit:
letstalk.oxfordshire.gov.uk/traffic-filters-2022

Email:
trafficfilters@oxfordshire.gov.uk

or write to:
**Traffic Filters, Oxfordshire County Council,
County Hall, New Road,
Oxford, OX1 1ND**

**OXFORDSHIRE
COUNTY COUNCIL**

ANNEX 2: Scheme impacts and benefits

Any quoted figures in the following are based on supporting technical analyses and assessments of the proposed Traffic Filters as consulted on between 5th September and the 13th October.

Changes in traffic and transport demand

1.   As a result of the scheme car person trips wholly within the city are forecast to reduce by 20% overall, equivalent to 24,800 fewer trips across the average 12-hour weekday (07:00 to 19:00). The reduction in total, including trips to or from the city, is around 26,300, which represents a reduction of 9% in total car trips to, from and within the city.

2.   Traffic flows are forecast to reduce by an average of 20% across the city as a whole and 35% in the city centre. The largest reductions in traffic levels are forecast in the city centre and on the main roads within the B4495 arc.

3.   The traffic filters will cause some vehicles to divert via the ring road, potentially increasing the flows on the outer sections of some radial roads within the city and on the ring road (A34, Eastern By-Pass Road and A40).

4.   This includes forecasts of significant increases on the A4144 Woodstock Road; however, further analysis of detailed lane allocations at the entry to the Wolvercote Roundabout (which the Strategic Model cannot represent), and existing delays, has shown that there is insufficient capacity to achieve these increased traffic forecasts, so we would expect any increases to be lower. The proposed northbound bus lane on Woodstock Rd will also protect buses from any increases in delay on this section.

5.   Traffic increases are also forecast on Botley Road west of the junction with Seacourt Park and Ride by around an average 10% across a typical weekday, whereas on Hythe Bridge Street traffic is forecast to reduce by around an average 50% across a typical weekday. On the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is acknowledged there is a risk of increases in traffic at certain times of the day (e.g. weekends, when Westgate is busiest) as a result of the traffic filters.

6.   On the A34 near Oxford and Botley, transport modelling is forecasting an increase in flows within the range of +0-9%, varying by location and direction. It is worth noting that observed current flows (2022) on the A34 remain 5-10% below pre-pandemic levels (2018/19).

Bus Performance and Demand (incl. Park and Ride)

7.   The total forecast increase in bus trips on an average weekday between 0700 and 1900 is around 2,400 trips with a further 650 increase in Park and Ride. As a result of the pandemic and the lasting behavioural impacts (e.g. more home working) Park and Ride

demand remains significantly below the levels seen pre-pandemic, so forecast increases in Park and Ride use can be accommodated at existing sites if the trial is approved.

8.	Overall, the bus journey time reduction within the inner sections of the city, where traffic flows reduce significantly, is expected to be around 15% in the AM and PM peak periods, and around half that level in the inter-peak (when congestion levels are typically lower). This equates to an average journey time reduction of around 10% over the day, as a result of the traffic filters.

9.	The efficiency savings that improved journey times will deliver will help support the introduction of new bus services, including improved services across Oxford's 'Eastern Arc'. Across the Oxford SmartZone area as a whole, bus productivity is expected to increase by 6.5% as a result of the traffic filters.

Walking and Cycling

10.	As a result of the filters, walking and cycling trips on an average weekday between 0700 and 1900 are forecast to increase by almost 20,000, the majority of which (17,500) are wholly within the city.

11.	Traffic filters would significantly reduce traffic levels in the city, and hence improve the quality of environment and safety (real and perceived) that will, in its own right, encourage increased cycle demand.

12.	The traffic filters will also require existing private car trips (those not exempt or using a resident day pass) to consider alternatives. For some trips this will involve re-routing but the improvement in the cycling environment will encourage others to transfer from car to cycle.

Air Quality

13.	An air quality assessment has been performed to understand the impact of the traffic filters scheme in 2024 in terms of nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5). The area assessed covers both the Oxford City and Botley AQMAs. The assessment confirms the scheme would not result in any exceedances of the national air quality objectives. NO2 concentrations, are predicted to decrease on 76% of the assessed road links and at 91% of existing monitoring locations as a result of the filters.

14.	Road links which show a predicted increase in NO2, PM10 and PM2.5 concentrations as a result of the scheme are located on road links outside of the city centre. This includes the A420 Botley Road near Botley Interchange and A4144 Woodstock Road near Wolvercote Roundabout (both for NO2), but again, the scheme does not result in any exceedances of the national air quality objectives.

Road Safety

15. As a result of the traffic filters, the overall total number of road casualties is forecast to reduce by 34 annually – a reduction of 9% compared to the 2015-19 annual average.

16. Cycling casualties, which are more spatially concentrated in areas where traffic is forecast to reduce, are estimated to decrease by around 13%, whereas motorised casualties are estimated to reduce by around 6% (and pedestrian casualties to fall by 10%).

17. However, the modest net forecast increase in traffic on the ring road is forecast to result in an increase in casualties on the ring road of 5% (this equates to approximately three additional casualties annually).

Business Impacts

18. A qualitative assessment of potential impacts of traffic filters on businesses – looking at type, size and location of business – has been undertaken. Overall, traffic filters will benefit the majority of modal users travelling for leisure and commuting purposes, and benefit business trips undertaken on all modes. In addition, traffic filters will deliver a range of benefits that aim to improve the overall quality of life for residents in the form of reduced air pollution and improved health and enhanced place and urban environment and support the overall vision to deliver economic success in a way that is low-carbon, inclusive and sustainable.

Climate action

19. A Climate Impact Assessment for the traffic filters concluded the scheme will have a net positive impact particularly in terms of reducing travel by private car and increasing use of walking, cycling and public transport. Also, the traffic filters will support the introduction of brand-new electric buses accelerating electrification of transport in Oxfordshire.

20. Separately, an assessment of changes in CO_2 by 2024 as a result of the traffic filters, compared to a scenario without the filters in place, shows a 6% reduction in total annual CO_2 emissions from road transport in Oxford.

Natural Habitats

21. The scheme's potential impacts on the Oxford Meadows SAC (Special Areas of Conservation) has been assessed. No impacts requiring mitigation have been identified.

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ANNEX 3: Main concerns raised during the consultation about the proposals & responses (any figures quoted are based on the traffic filters scheme proposed during the consultation between 5th September and the 13th October)

Main concerns about the proposals	Response
General concerns about reduced access and extended journey times for car drivers; this includes to essential locations such as hospitals, schools	- Around 90% of journeys made in Oxford (by all modes of transport) will either be unaffected by the traffic filters or benefit from them - No part of the city will become inaccessible by car; however the scheme may extend car journeys - Alternative modes will be improved as a direct result of the trial traffic filters - Additional exemptions (including day passes) are proposed for certain car drivers
Strong opposition to Marston Ferry Road and/or Hollow Way traffic filters	- Around 90% of journeys made in Oxford (by all modes of transport) will either be unaffected by the traffic filters or benefit from them - Alternative modes will be improved as a direct result of the trial traffic filters - Phased introduction now recommended - Additional exemption (including day passes) are proposed for certain car drivers
Concern that insufficient evidence was provided in the consultation	The evidence published was deemed sufficient for people to form a view on the proposals.

	• The scheme is proposed as a trial initially. A public consultation will run during the first six months of the trial, allowing people to judge the evidence of the scheme's impacts first hand
Displaced traffic and pollution – particularly concerns about additional traffic on Botley Road and the ring road including A34. There is a concern that the effects of the traffic filters will exacerbate the congestion caused by low traffic neighbourhoods (LTNs)	• Traffic is forecast to reduce by 20% within the city and 35% within the city centre • Traffic on the ring road and outer sections of the radial routes is forecast to increase by a total of 3% • Traffic on Botley Road west of the junction with Seacourt Park and Ride is forecast to increase by around an average 10% across a typical weekday, whereas on Hythe Bridge Street traffic is forecast to reduce by around an average 50% across a typical weekday. On the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is acknowledged there is a risk of increases in traffic at certain times of the day (e.g. weekends, when Westgate is busiest) as a result of the traffic filters. • These increases may increase congestion in places – this will be monitored carefully during the trial, if approved • Additional exemptions are proposed to reduce pressure on Botley Road particularly from Westgate traffic • If approved, the trial will be carefully monitored in many different locations around the city including the ring road and its approaches to ensure it is achieving its aims and objectives • The effects of existing LTNs have been taken into account in all of the traffic forecasts quoted above.

Exemptions are excessive and will undermine the scheme's benefits; this includes concerns about allowing HGVs and vans at all times and offering 100 day passes to residents	• The exemptions proposed seek to strike a balance between car access and traffic reduction. Model forecasts suggest the scheme objectives will be met with the proposed exemptions in force. • If HGVs and vans were not exempted, there would likely need to be significant detours including additional use of the ring road and A34 • Reducing exemptions would not necessarily increase the benefits, because fewer exemptions result in more traffic displacement, which may increase vehicle mileage and emissions overall whilst providing few – if any – additional bus, cycle and pedestrian benefits. • If approved, the trial will be monitored carefully to ensure it is achieving its aims and objectives
Concerns about impact on businesses and the city's economy	• Overall, traffic filters will benefit the majority of modal users travelling for leisure and commuting purposes, and benefit business trips undertaken on all modes. • In addition, traffic filters will deliver a range of benefits that aim to improve the overall quality of life for residents in the form of reduced air pollution and improved health and enhanced place and urban environment and support the overall vision to deliver economic success in a way that is low-carbon, inclusive and sustainable. • If approved, the trial will be monitored carefully to ensure it is achieving its aims and objectives

Concerns about access for non-professional carers, the very young, older people and/or those with mobility problems that don't qualify them for a blue badge	• Additional exemptions are proposed to help address these concerns
Consultation is not genuine and/or has been rushed to meet ZEBRA deadlines and/or concern that views will be ignored	• The consultation has yielded substantial feedback, which has been used to improve the proposals • The consultation approach reflects the fact that a 6-month consultation will be carried out during the trial
Bus services do not provide an adequate alternative for some journeys, including from outside of the city; improvements to bus services should be made before trying filters	• Oxford's bus network is already very comprehensive and will be improved by the scheme, including some additional bus services. These benefits will be felt by services serving the rural areas including Park & Ride • Bus journey times within the inner sections of the city are expected to be 15% in the am and pm peak periods • The total forecast increase in bus trips on an average weekday between 0700 and 1900 is around 2,400 trips with a further 650 increase in Park and Ride
Improvements to infrastructure are needed to encourage people to cycle and walk more often	• Significant reductions in traffic levels and associated improvements to congestion and pollution as a result of the filters will make cycling and walking safer and more attractive. • On average, as a result of the filters, walking and cycling trips are forecast to increase by almost 20,000 each weekday between 0700 and 1900 • Cycling casualties are estimated to decrease by around 13% as a result of the reductions in traffic • Some cycling infrastructure measures are proposed, albeit only initially on a

	temporary basis given that the filters would be introduced as a trial if approved by Cabinet
Concerns about possible charges for exemptions and permits, specifically residents day passes	• There are no current plans to charge residents for day passes
Concerns about some areas that are not included in the permit area, specifically about some residential areas close to Oxford; those living further away will be less able to use public transport.	• The permit area was drawn to include those most affected by the proposed traffic filters. People living further away will generally have fewer journeys affected by the filters and each of those journeys will also be less affected compared to people living closer to the filters. Some minor adjustments to the permit area are recommended in the light of feedback. • Existing bus services starting outside of the city will benefit from the improvements brought about by the filters. Also Park & Ride which is suitable for many rural residents who have access to a car.

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ANNEX 4: recommended changes in response to consultation

Officers recommend the following changes in response to the public consultation:

- Delay the planned start date for the trial until 2024, after Botley Road re-opens following improvements to Oxford station and Botley Road rail bridge

  Reason: to facilitate an effective and representative trial

- Approve the timings for the filters as follows:

  Hythe Bridge, Thames Street, St Cross Road and St Clements: 7 days a week; 7am – 7pm

  Hollow Way and Marston Ferry Road: Monday – Saturday only; 7am – 7pm, but with a phased introduction (7am – 9am and 3pm – 6pm initially, only moving to 7am – 7pm operation if supported by monitoring)

  Reason: to confirm whether a part-time filter allows bus journey times to be reduced along Marston Ferry Road AND pedestrian and cycle improvements to be delivered at the Marston Ferry Road/Banbury Road junction during the inter-peak period (modelling suggests this will not be possible). Temporary pedestrian and cycling improvements will be implemented and bus delays monitored. If buses are significantly delayed, these temporary improvements could be removed and the part-time operation retained, or the part-time operation removed and junction improvements retained.

- Amend the proposals to allow a number (to be confirmed) of 'universal' day passes per calendar year for any vehicle. A maximum of 100 day passes will still be available to residents in the permit area (these cannot be combined with the 'universal' day passes). No proof of address will be required for the universal day passes. It is impracticable to limit these just to Oxfordshire residents, as this would require a manual application process, with each applicant having to provide proof of address, which would create an overwhelming administrative burden.

  Reason: to reduce possible pressure on Botley Road and address concerns about car access and economic impacts

  Officers recommend the number of universal day passes is limited to ensure the overall impact on traffic levels in the city is minimised, whilst helping to

distribute traffic more evenly by allowing more car-borne visitors to use routes other than Botley Road to access the main city centre car parks and Oxford station. This aspect of the scheme will be closely monitored during the trial.

- Amend the permit area to include properties in the Shotover Hill area (outlined in orange on maps below and on page 4)

  Reason: this area has no access to the ring road other than via the city
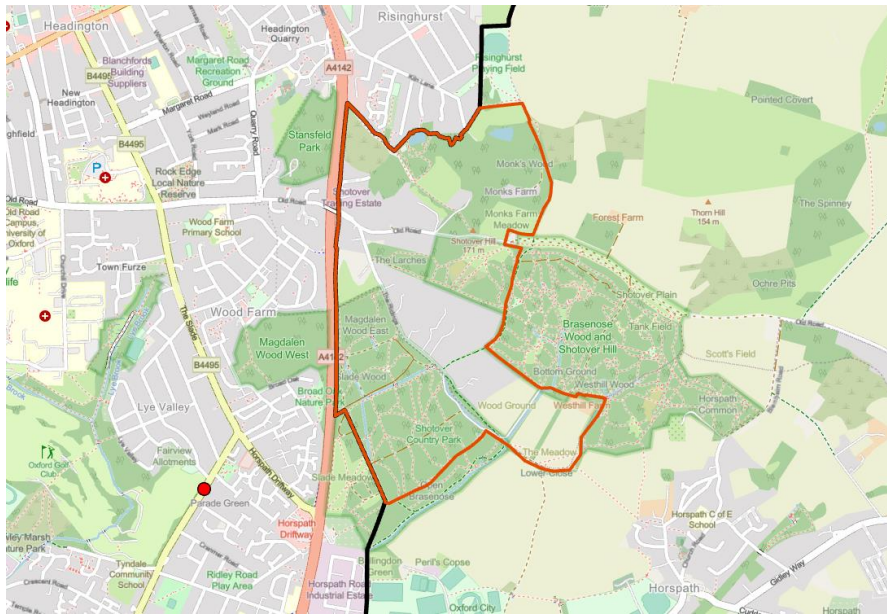
- Amend the permit area to include residential areas immediately adjacent to Barton (outlined in orange on map below and on page 4)

  Reason: these areas are part of, and accessed from, Barton
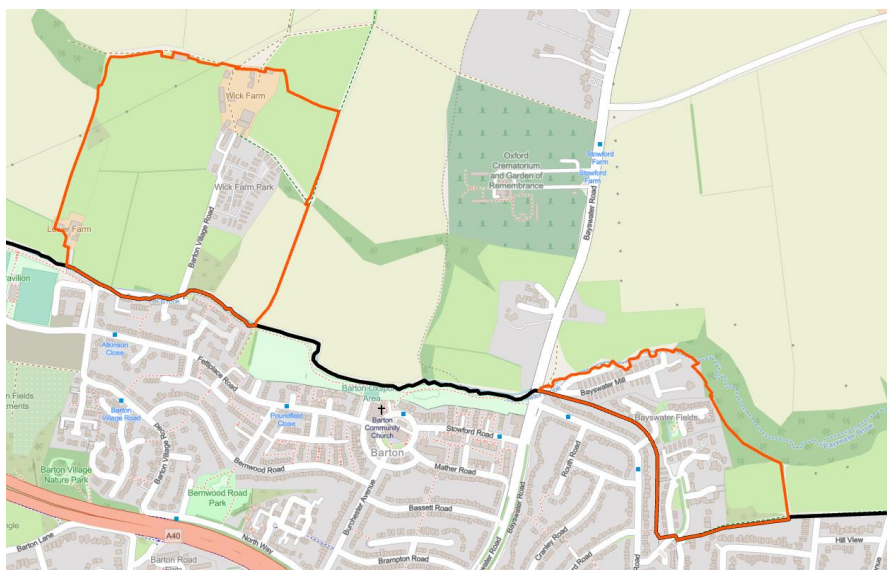
Expand the eligibility criteria for the non-professional carers' exemption to include anyone with informal caring responsibilities, but restrict the exemption to ONE traffic filter of the applicant's choosing

Reason: to facilitate informal care arrangements

- Add a new, short-term exemption for patients receiving frequent hospital treatments for ONE traffic filter of the applicant's choosing

  Reason: to facilitate access to healthcare

- Add a new, short-term exemption for people with short-term mobility problems

  Reason: to facilitate access for people with short-term mobility problems who are not eligible for a blue badge

- Add a new exemption for car club cars

  Reason: to help promote shared cars over car ownership

- Make existing and future car-free developments (whether inside or outside the permit area) ineligible for residents' day passes

  Reason: to support car-free development policies

Proposed permit area additions (outlined in orange, original permit area outlined in black)

Climate Impact Assessment

Summary

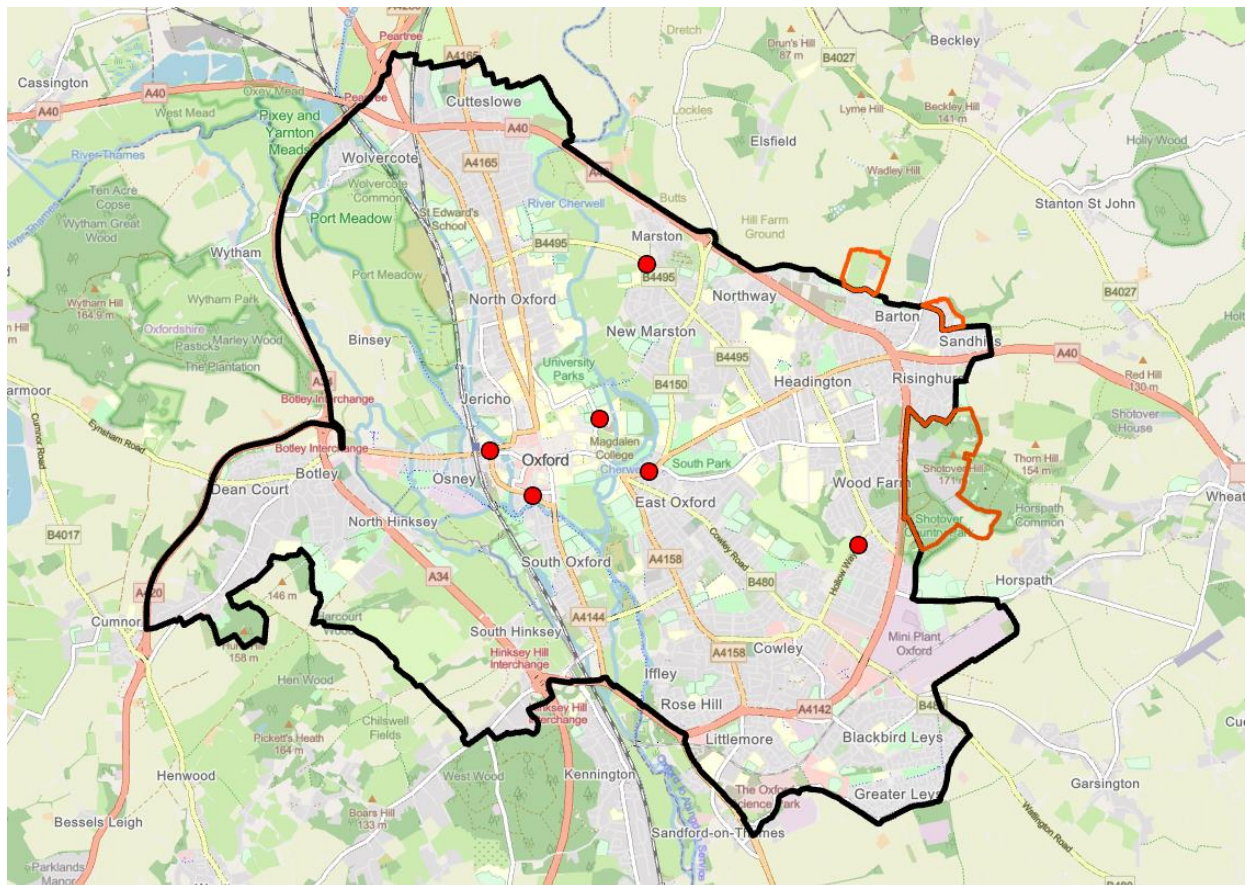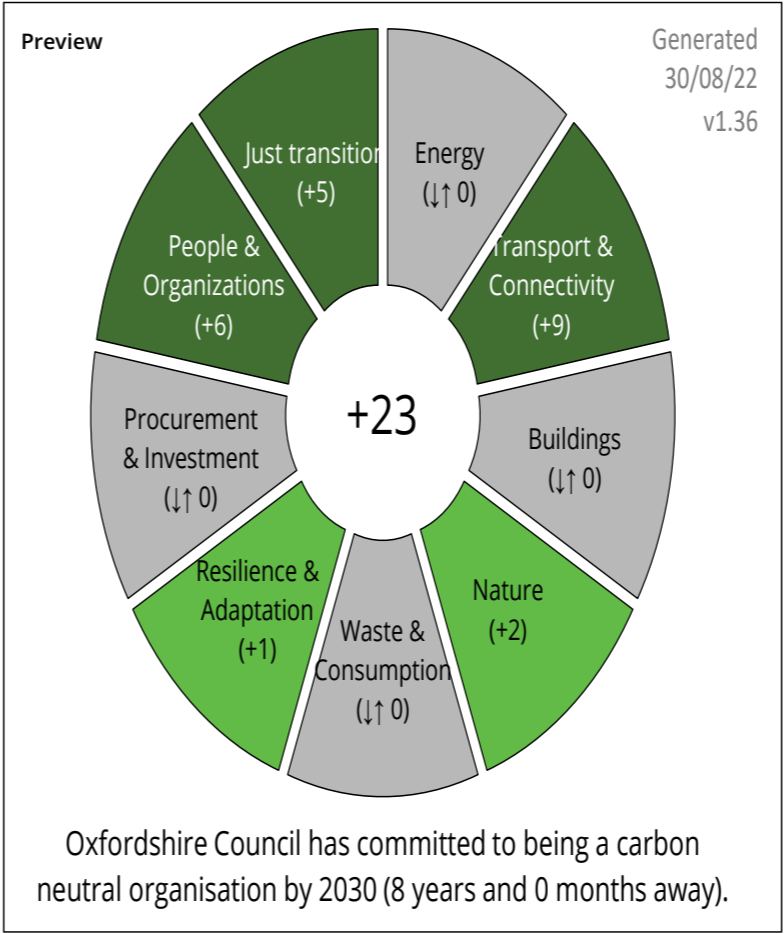|	
Directorate and Service Area	Environment & Place, and Transport & Infrastructure
What is being assessed	The Oxford Traffic Filters scheme. It is proposed to use an experimental traffic regulation order to trial the introduction of the Traffic Filters. Impacts of the scheme will be monitored during the trial and before any decisions to introduce traffic filters on a permanent basis are made. Some technical work is underway with emerging findings used to inform some of this assessment, but the assessment will be reviewed following the consultation on the ETRO and during the trial period if approved. As no decisions have yet been made to introduce these proposals, this is an interim assessment and which will be updated as technical work progresses and ahead of any Cabinet decision.
Is this a new or existing function or policy?	Proposals for traffic filters in Oxford were first proposed in Connecting Oxfordshire, the county council's previous Local Transport Plan adopted in 2015, and more specially the Oxford Transport Strategy. Traffic filters are included in the current Local Transport & Connectivity Plan, adopted in 2022, and emerging transport strategy for central Oxfordshire (the Central Oxfordshire Travel Plan).
Summary of assessment	It is proposed to use an experimental traffic regulation order to trial the introduction of the Traffic Filters. This means the filters can be tested, and any changes made, before a decision to introduce the filters on a permanent basis is made. Some technical work to better understand the scheme's potential impacts is also underway, with emerging results suggesting that traffic filters could bring about large reductions in traffc and congestion, particularly within and on approaches to the city centre. This in turn will mean faster and more reliable buses, better road safety including for pedestrians and cyclists, and improved air quality. Whilst a large number of car trips are expected to transfer to public transport, walking and cycling, some car trips may also change the time travelled or route used to avoid the filters. This may lead to some traffic increases on the ring road and outer sections of the city's radial routes. These and other potential impacts will be monitored during the trial to establish whether alternative routes become busier. If needed, changes could be made to the scheme, such as the timing of the filters and/or amending permitted access.
Completed by	Stewart Wilson
Climate action sign off by	Tammy Marrett
Director sign off by	
Assessment date	44798

Preview   Generated 30/08/22 v1.36

+23

Just transition (+5)
Energy (↓↑ 0)
People & Organizations (+6)
Transport & Connectivity (+9)
Procurement & Investment (↓↑ 0)
Buildings (↓↑ 0)
Resilience & Adaptation (+1)
Waste & Consumption (↓↑ 0)
Nature (+2)

Oxfordshire Council has committed to being a carbon neutral organisation by 2030 (8 years and 0 months away).

Detail of proposal

Context / Background	Traffic Filters are part of Oxfordshire County Council's Local Transport & Connectivity Plan (adopted in 2022) and Oxford City Council's Local Plan (adopted in 2020). The councils engageged with the public and stakeholders on initial proposals for traffic filters and a workplace parking levy in October 2019, and published updated proposals in February 2022. Since February 2022, the councils have engaged with a large number of local and national stakeholders. Changes to the traffic filter proposals since the 2019 engagement exercise have been made as a result of feedback from the public and stakeholders and more recent technical work including assessment of equality impacts, for example. A consultation on whether to introduce the traffic filters using an experimental traffic regulation order (ETRO) is being carried out during September and October 2022. Responses to this consultation will be reported to the county council's Cabinet in November 2022, and will inform their decisions about whether or not to proceed with the ETRO.
Proposal	Traffic filters are points on roads through which only certain types of vehicles (e.g. buses, taxis and cycles) may pass, similar to the existing bus gate in Oxford High Street. Any vehicle that goes through the filter but is not exempt will be issued with a penalty notice charge. The proposals include six traffic filters; three of these will be located in the city centre on St Cross Road, Thames Street and Hythe Bridge Street, the remaining three filters will be located on St Clements, Marston Ferry Road and Hollow Way. For the trial, it is currently proposed to exempt some vehicles from the traffic filters including Blue Badge Holders, residents living within the permit area, health and care works, for example. Further details of these and other exemptions are published as part of the ETRO consultation. Automatic number plate recognition (ANPR) cameras will be installed to monitor vehicles going through the traffic filters. Traffic signs will also identify the location of each traffic filter, including operational hours and vehicles that are exempt to travel through. The preferred strategy is to introduce measures which reduce the number of vehicles on Oxford's roads, whilst allowing essential .
Evidence / Intelligence	The previous evidence base for the Local Transport Plan is summarised within the LTP itself. Outcomes of the October 2019 Traffic Filter and WPL engagement (known as Connecting Oxford) are set out in the Cabinet paper (https://mycouncil.oxfordshire.gov.uk/documents/s49498/CA_JAN2120R12%20-%20Connecting%20Oxford%20Report.pdf) and more detailed report of engagement (https://mycouncil.oxfordshire.gov.uk/documents/s49499/CA_JAN2120R14%20-%20Connecting%20Oxford%20Annex%203.pdf). The latest proposals are a result of that previous and more recent engagement and emerging technical work including transport and air quality modelling, a Habitats Regulation Assessment, and assessment of the equality implications of the proposals which is set out in a seperate Equality Impact Assessment report.
Alternatives considered / rejected	Alternatives to the overall strategy set out in the OTS were considered as part of the OTS and are covered within the OTS document, published online. Doing nothing is not an option because the problems of traffic congestion and local air pollution and climate change would remain and worsen if nothing is done. Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to increase use of bus, cycling and walking, and railways, purely through sustainable transport infrastructure improvements are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	3	Emerging technical work suggests proposals could lead to a significant reduction in traffic levels in parts of the city, especially the city centre. As well as people transfering to public transport and active travel modes, some trips may no longer be made, reducing the need to travel, and proposals may also reduce the need to own a private car.	Over the years the county council has been introducing pedestrian and cycle schemes to improve links within and to Oxford. This includes along Botley Road, routes in Headington, tow path upgrades and more recently Quickway cycle routes. Other schemes are planned to be introduced over the next few years including along the A40 and A44, and over time traffic reduction benefits of the traffic filters will mean more road space can be reallocated to create wider cycle and pedestrian routes and give these modes greater priority at junctions in the city. Futher details of proposals for improving walking, cycling and public transport are contained within the Central Oxfordshire Travel Plan. Although there are no parts of the city that will not be accessible by car, to avoid the traffic filters some traffic may choose to travel at a different time or will need to use an alternative route during the hours the traffic filters are in operation (7am to 7pm). This may lead to some traffic increases on the ring road and outer sections of the city's radial routes. Day passes will be available for residents of Oxford and areas to the west, plus all vans and HGV are exempts, so these impacts should be minimised. Impacts would be monitored during the trial to establish whether alternative routes become busier and impact on routes used by buses, pedestrians and cyclists. If needed, changes could be made to the scheme, such as the timing of the filters and/or amending permitted access.	OCC Project Team	If the trial if approved, on-going monitoring and engagement during the trial (ETRO) period is expected to start from summer 2023
Transport & Connectivity	Supports active travel	3	Traffic reductions will immediately reduce danger to pedestrians and cyclists and over time allow more road space to be allocated for cycle lanes and wider pavements and better public realm. This in turn will encourage greater use of active travel modes.			
Transport & Connectivity	Increases use of public transport	3	Reduced traffic levels and congestion brought about by the filters will create improved conditions for buses including quicker and more reliable journeys. This and modal shift from private car to bus will increase use of buses incl. Park & Ride, with some car trips also expected to transfer to rail.			
Transport & Connectivity	Accelerates electrification of transport	3	The introduction of new electric buses relies on the implementation of the six traffic filters. If introduced, these zero emission buses will represent 69% of the total daily milage within the smartzone area. The zero emission buses would start to be delivered during 2023, and would provide residents and visitors with a cleaner and more modern fleet of buses that are expected to serve all parts of the city.			
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				

Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	1	Reductions in traffic will allow natural green and public spaces to be better protected or even enhanced because of better air quality, for exmaple.	An HRA Stage 1 (Screening) suggests potential for air and surface water quality impacts due to the proximity of the A34 to the Oxford Meadows SAC and potential increases in traffic flow on A34 as a result of the scheme. A State 2 (Appropriate Assessment) will consider the impact of the proposals on the integrity of the SAC including consideration of in-combination effects with other plans and projects. This work will confirm if there are likely to be any adverse impacts, and if so, a Stage 3 (Assessment of Alternative Solutions) would follow. This work is being done in liaison with Natural England. Outcomes of the HRA work will be reported to Cabinet to inform any final decisions about progressing with a trial.	OCC Project Team	If the trial if approved, on-going monitoring and engagement during the trial (ETRO) period is expected to start from summer 2023
Nature	Develops blue and green infrastructure	N/A		
Nature	Improves access to nature and green spaces	1	Reductions in traffic levels will support better access to nature and other public spaces within the ring road, especially by bus, on foot or by cycle.	
Waste & Consumption	Reduces overall consumption	N/A		
Waste & Consumption	Supports waste prevention and drive reuse and recycling	N/A		
Resilience & Adaptation	Increases resilience to flooding	N/A		
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A		
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	1	Reduced traffic levels and highway capacities should reduce the need for as much road maintainance or structural repairs on some roads within the ring road.	
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	N/A		
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	N/A		

People & Organizations	Drives behavioural change to address the climate and ecological emergency	3	The filters will accelerate modal shift to public transport, walking and cycling, and are expected to bring about substatial and sustained traffic reduction on some roads within Oxford city.	If the trial is approved, communications would continue to promote the scheme, making all content accessible, and seek to support residents and others through the transition period including travel demand management/ information to support mode shift . This may require third sector outreach, for example, disability groups. This will be developed as part of a wider communications and enagement strategy.	OCC Project Team	If the trial if approved, on-going monitoring and engagement during the trial (ETRO) period is expected to start from summer 2023
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	1	The filters will effect staff travel, encouraging more employees to use sustainable modes for travel to work and when on business related travel within Oxford city. Exemptions for vans and commercial vehicles means most operational vehicles will be unaffected as well as those working in health and social car, for example.			
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing	3	Traffic reductions within the ring road will reduce air pollution levels and encourage greater use of active travel modes. This will improve the health of Oxford residents and visitors.			
Just transition	Reduces poverty and inequality	2	See separate Equality Impact Assessment for further details, but those on lower incomes are less likely to have access to a car and (nationally) are twice as likely to use buses as those on higher incomes and are therefore likely to disproportionately benefit from these improvements. Cycling and walking are normally the lowest-cost transport modes. Improvements in conditions for people using these modes may enable those on lower incomes to make more cycling and walking trips. Improved public transport, walking and cycling routes will also improve access to employment.	See separate Equality Impact Assessment for a more detailed assessemnt, but many of the most deprived areas in Oxford are outside of the ring road. These areas may be subject to increased traffic volumes along the ring road as a result of the filters, which could impact the ability of residents to walk and cycle as well as potentially increasing their journey times by private car, taxi and public transport. Impacts would be monitored during the trial to establish whether alternative routes become busier and impact on routes used by buses, pedestrians and cyclists. If needed, changes could be made to the scheme, such as the timing of the filters and/or amending permitted access.	OCC Project Team	If the trial if approved, on-going monitoring and engagement during the trial (ETRO) period is expected to start from summer 2023

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Divisions Affected - All

Place Overview and Scrutiny Committee – 16th November 2022

Local Transport and Connectivity Plan

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **The Place Overview and Scrutiny Committee are RECOMMENDED to**

   a) **Consider the Local Transport Plan 4 review produced in response to recommendations made by the Place Overview and Scrutiny Committee at the 15 June meeting.**

Executive Summary

2. This covering report provides the Place Overview and Scrutiny Committee with information about the review of Local Transport Plan 4 produced in response to the recommendation made by the Place Overview and Scrutiny Committee at the 15 June meeting. The LTP4 review can be found in Annex 1.

Background

3. The Local Transport and Connectivity Plan (LTCP) was considered by the Place Overview and Scrutiny Committee on 15 June 2022. The Committee were asked to provide comments on the LTCP and supporting documents prior to their consideration by cabinet.

4. At the meeting, the Committee recommended that the Cabinet Member for Travel and Development Strategy report to the November 2022 meeting on the implementation and outcomes of the Local Transport Plan 4, the lessons learnt therefrom, and the policy links between Local Transport Plan 4 and Local Transport and Connectivity Plan. This work has been conducted by officers from the Environment and Place Directorate with the full review in Annex 1.

Corporate Policies and Priorities

5. Information about how the LTCP will help to deliver the County Council's strategic priorities can be found in the LTCP county council report (annex 2). Work to review LTP4 and the lessons learnt informed development of the LTCP policies to improve them and strengthen the LTCPs contribution to the County Council's strategic priorities.

Financial Implications

6. Financial implications of the LTCP can be found in the LTCP county council report (Annex 2). Work to review LTP4 does not have any financial implications.

    Comments checked by:

    Rob Finlayson, Finance Business Partner (Environment & Place), rob.finlayson@oxfordshire.gov.uk (Finance)

Legal Implications

7. Legal implications of the LTCP can be found in the LTCP county council report (annex 2). Work to review LTP4 does not have any legal implications.

    Comments checked by:

    Jennifer Crouch, Principal Solicitor (Environment Team), Jennifer.Crouch@Oxfordshire.gov.uk (Legal)

Staff Implications

8. Staff implications of the LTCP can be found in the LTCP county council report (annex 2). Work to review LTP4 was undertaken by officer resource in the Infrastructure Strategy and Policy Team.

Equality & Inclusion Implications

9. Equality and inclusion implications of the LTCP can be found in the LTCP county council report (annex 2). There are no equality and inclusion implications associated with the LTP4 review.

Sustainability Implications

10. Sustainability implications of the LTCP can be found in the LTCP county council report (Annex 2). Work to review LTP4 and the lessons learnt have informed development of the LTCP policies.

Risk Management

11. A comprehensive risk register has been kept as part of the LTCP project. Key risks associated with the LTCP can be found in the LTCP county council report (annex 2). There are no risks associated with the work to review LTP4.

Consultations

12. Information about the LTCP consultations can be found in the LTCP county council report (annex 2). There are no consultations associated with the work to review LTP4.

Bill Cotton, Corporate Director for Environment and Place

Annex: **Annex 1**: LTP4 review
                                Annex 2: LTCP county council report

Background papers: Nil

Contact Officer: John Disley, Infrastructure Strategy & Policy Manager, 07767 006742

November 2022

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Annex 1: Review of LTP4

Introduction

The Local Transport and Connectivity Plan (LTCP) was considered by the Place Overview and Scrutiny Committee on 15 June 2022. The Committee were asked to provide comments on the LTCP proposals and supporting documents prior to their consideration by cabinet.

At the meeting, the Committee recommended that the Cabinet Member for Travel and Development Strategy report to the November 2022 meeting on the implementation and outcomes of the Local Transport Plan 4, the lessons learnt therefrom, and the policy links between Local Transport Plan 4 and Local Transport and Connectivity Plan.

The committee also asked for clarification about how many officers worked on the LTCP that also worked on Local Transport Plans 3 and 4.

This report provides the Place Overview and Scrutiny Committee with the information requested about LTP4. It is structured according to the scope agreed the with the Chair and Deputy chair of the committee, summarised below:

- An overview of KPIs and what has(n't) been met.
- The extent of the use of data and evidence by the council in delivery.
- Whether governance structures matched up with/took consideration of the policy goals.
- Whether revenue and capital budgets matched up with/took consideration of policy goals.
- Whether the detailed practical policies of the transport authority inputting in planning applications matched up to high level policy and policy goals: e.g. parking policy on new developments.
- The relationship between traffic modelling and policy goals.
- Whether the growth deal funding and large infrastructure projects matched up with/took consideration of LTP policy goals.

Officers
In total 27 officers were involved with production of the LTCP. Of these 9 were involved with production of LTPs 3 and 4.

LTP4 Key Performance Indicators
LTP4 set out four transport goals:
- To support jobs and housing growth and economic vitality.
- To reduce transport emissions and meet our obligations to Government.
- To protect, and where possible enhance Oxfordshire's environment and improve quality of life.
- To improve public health, air quality, safety and individual wellbeing.

To achieve these goals, ten objectives for transport were developed. These were set within three themes, around which the policy section of LTP4 was structured. In order to deliver these objectives LTP4 identified 34 policies.

1

LTP4 did not contain targets or a set of Key Performance Indicators (KPIs). This was in part due to Local Transport Plan Guidance, as amended in the Local Transport Act 2008, which made updating of LTPs optional and did not place any requirements on Local Authorities to monitor or report on progress.

LTP guidance is currently being updated by the Department for Transport and was due to be consulted on in Autumn 2022. This will strengthen the role of LTPs and set a requirement for updated LTPs to be in place by Spring 2024. We are awaiting publication of the guidance for further detail about monitoring and reporting requirements.

The lack of monitoring framework was a key lesson learnt following the review of LTP4 conducted by officers. The LTCP therefore includes both a set of targets and KPIs. Work is ongoing to develop a monitoring tool to assist with annual review of the LTCP.

Therefore, there are not KPIs to assess delivery of LTP4 and due to the lack of monitoring framework there is a lack of data. Instead, a summary of the themes and objectives has been provided below. Where possible, an assessment of whether the objective was achieved has been made using available data.

Theme	Objective	Achieved
Supporting growth and economic vitality	Maintain and improve transport connections to support economic growth and vitality across the county	Partially achieved • Economic growth in all Oxfordshire districts (average 13% increase in GDP[1]). • Transport improvements delivered (see appendix 1). • Bus network remained relatively stable until impacts of COVID-19.
	Make most effective use of all available transport capacity through innovative management of the network	N/A – Objective is not measurable but OCC continue to take an integrated approach to network management.
	Increase journey time reliability and minimise end-to-end public transport journey times on main routes	Partially achieved • Journey times increasing as there has been a 2% decrease in average speeds on local 'A' roads[2]. • Slight increase in average excess bus waiting time from 1.5 to 1.6 minutes[3]. • However there has been a 10% increase in the percentage of non-frequent bus services running on time[4].

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[1] Office for National statistics: Regional gross domestic product (GDP) local authority reference tables
[2] Department for Transport: Monthly and 12 month rolling average speeds on local 'A' roads in England
[3] Department for Transport: Average excess waiting time for frequent services by local authority: England, annual from 2004/05
[4] Department for Transport: Non-frequent bus services running on time by local authority: England, annual from 2004/05

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	Develop a high-quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment	N/A – Objective is not measurable and data is not available.
Reducing emissions	Minimise the need to travel	N/A – Improvements delivered to minimise the need to travel but objective is not measurable.
	Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive	Not achieved • The proportion of journeys by private car has remained consistent[5].
	Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment	N/A – Objective is not measurable. However, OCC have continued to influence district council work on the location and layout of development.
	Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets	Achieved • Per capita carbon emissions from transport have reduced by 12%[6].
	Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment	N/A – Objective is not measurable and data is not available.
Improving quality of life	Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services	Partially achieved • 3% increase in percentage of residents that do any walking three times per week[7]. • 1% decrease in percentage of residents that do any cycling three times per week[8]. • Per capita carbon emissions from transport have reduced by 12%. • 47% decrease in road casualties[9]. • Inclusive access to jobs, education, training and services is not measurable.

Data and modelling

The schemes identified in the LTP4 area transport strategies were informed by data and evidence. This included transport modelling, census data and local plan evidence base work.

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[5] National Travel Survey (2019) and Active Lives Survey (2019)
[6] Local Authority territorial CO2 emissions estimates 2005-2019
[7] Department for Transport: Proportion of adults that walk, by frequency, purpose and local authority, England, 2019-2020
[8] Department for Transport: Proportion of adults that cycle, by frequency, purpose and local authority, England, 2019-2020
[9] OCC Road Traffic Casualty Data Summary 2020

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Further data and evidence was used during delivery of all LTP4 schemes. Extensive modelling was conducted as part of business case development and implementation of all LTP4 schemes. The council also conducted a number of more detailed studies in support of LTP4. This included the Park and Ride study and Oxfordshire Cycle Survey to support the production of the Local Cycling and Walking Infrastructure Plans (LCWIPs).

It is recognised that whilst data and evidence have been used to deliver LTP4, the council's current data and monitoring processes have limitations and require improvement. As a result, the LTCP includes a 'data' chapter which includes policies that seek to address these issues.

Similarly, there are limitations to transport modelling and transport assessments. Current approaches have primarily been through the traditional 'predict and provide' approach, relying on historical traffic data to forecast future needs. Moving forward, the LTCP policies and supporting Decide and Provide guidance seeks to address this and establish a refined approach to transport assessment.

Governance

The governance structures overseeing delivery of LTP4 have changed throughout the course of the document, particularly with the election of Oxfordshire Fair Deal Alliance in 2021.

The primary governance structures that oversaw delivery of LTP4 were:
- Officer governance structure: Department Managerial Team (DMT) and County Leadership Team (CLT)
- Member governance structure: Transport Cabinet Advisory Group, Cabinet member briefings and Cabinet
- External governance structure: Growth Board (Future Oxfordshire Partnership), Oxfordshire Strategic Transport Forum

It is considered that these structures aligned with and took consideration of the LTP4 policy goals. There was a dedicated group and strong focus on LTP4s transport goal to "support jobs and housing growth and economic vitality" through the Growth Board / Future Oxfordshire Partnership. The other 3 policy goals were strongly considered through the officer and member governance structures.

There has also been work to improve and update governance structures to reflect changes to policy priorities. This has included the creation of the active travel co-production group to reflect the increased importance of active travel.

Budgets

The council sets its budgets every year in accordance with its priorities. Decisions on revenue and capital budgets therefore took consideration of and aligned with the policy goals set out in LTP4.

Planning

The documents used to respond to planning applications are specific to the varying types of planning application we are consulted on, such as the standard Full, Outline and Reserved applications. The core documents used to assess a development proposal on its merits are outlined below (not an exhaustive list):

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- District and city local plans (including embedded parking standards)
- OCC Walking and Cycling Guides
- OCC Residential Road Design Guide
- OCC Street Design Guide
- OCC maintenance policies
- National Planning Policy Framework
- LTNs 2/08, 1/12 and 1/20
- Manual for streets
- Design Manual for Roads and Bridges (DMRB)
- TRICS database

There are a large number of detailed practical policies included in these documents. It is therefore not feasible to assess each one individually for alignment with LTP4 policy goals. There are also a number of government documents that cannot be influenced by OCC.

Local Transport Plans are not a key document in the planning system. It is therefore important that key policies are reflected in documents such as the Local Plans. There is ongoing work to develop updated Local Plans in Oxfordshire and officers are engaging with the district councils to ensure that there is alignment with the LTCP.

Funding

The majority of large infrastructure projects delivered through growth deal funding and the Housing Infrastructure Fund were identified in the LTP4 area strategies and so aligned with LTP4 policy. Those not identified in the LTP4 area strategies aligned with and were identified to help deliver the LTP4 policy goals.

As outlined previously, LTP4 had 4 transport goals. One of these was to "support jobs and housing growth and economic vitality". All of the growth deal and large infrastructure projects align with this policy goal and were identified in the area strategies to help deliver it.

It is recognised that some of these projects were not closely aligned with other LTP4 transport goals such as reducing transport emissions and protecting Oxfordshire's environment due to the focus on new road schemes. A lesson learnt from this was the need for a clear vision, alignment between policy goals and strong policy wording.

Housing & Growth Deal

Growth Deal Scheme	LTP4 alignment
NW Bicester A4095 Howes Lane / Lords Lane u/bridge	Bicester area strategy – Policy BIC1
NW Bicester A4095 Howes Lane / Lords Lane Road Realignment	Bicester area strategy – Policy BIC1
M40 J10 Improvements	Bicester area strategy – Policy BIC1
A422 Hennef Way, Banbury	Banbury area strategy – Policy BAN1
Tramway Road Banbury	Banbury area strategy – Policy BAN2
A361 Bloxham Rd to A4260 Oxford Rd Link Rd	Banbury area strategy – Policy BAN1

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Access to Headington	Identified to improve facilities for pedestrians, public transport and cyclists. Aligns with LTP4 goals to reduce emissions, improve quality of life and improve public health
Botley Road Corridor	Oxford Transport Strategy and supporting Botley Road Corridor Study
Oxpens to Osney Mead Cycling and Pedestrian Bridge	Identified via Oxford Local Plan – aligns with LTP4 goals to support jobs and housing growth and reduce emissions
Oxford Citywide Cycle and Pedestrian Routes	Oxford Transport Strategy
Banbury Rd Improvements (Banbury Road Corridor)	Oxford Transport Strategy and supporting Banbury Road Corridor Study
Woodstock Rd Improvement (Woodstock Road Corridor)	Oxford Transport Strategy and supporting Woodstock Road Corridor Study
SE Corridors / Connecting Oxford	Connecting Oxford
A4260 and A44 Corridor Improvements	Identified via A44 and A4260 corridor study – aligns with LTP4 goals to support jobs and housing growth and reduce emissions
North Oxford Corridors - Kidlington	Identified via A44 and A4260 corridor study – aligns with LTP4 goals to support jobs and housing growth and reduce emissions
Active Travel P2 - City	Identified via Oxford LCWIP - Aligns with LTP4 goals to reduce emissions, improve quality of life and improve public health
Botley Road Bridge	Aligns with LTP4 goals to reduce emissions, improve quality of life and improve public health
Cowley Branch Line	Rail strategy
Watlington Edge Road	Identified to unlock housing in the vicinity of Watlington and create better conditions for active travel. Aligns with LTP4 goals to support jobs and housing growth and reduce emissions.
Benson Relief Road	Identified to connect new housing developments, unlock development sites, reduce congestion and improve active travel infrastructure. Aligns with LTP4 goals to support jobs and housing growth and reduce emissions.
Milton Enterprise Pedestrian and Cycle Bridge	Science Vale Area Strategy – Policy SV2.1
Frilford Junction	Science Vale Area Strategy – Policy SV2.20
Relief to Rowstock	Science Vale Area Strategy – Policy SV2.12
Jubilee Way Roundabout & Didcot Central Corridor	Science Vale Area Strategy – Policy SV3.2

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Golden Balls Roundabout Junction (A4074/B4015)	Science Vale Area Strategy – Policy SV2.17
A40/Minster Lovell West Facing Slips/Access to Carterton	Carterton Area Strategy – Policy CA1
Oxford Science Transit	Oxford Transport Strategy
Access to Witney at Shores Green	Witney Area Strategy – Policy WIT1
Thame to Haddenham Cycle Route	Aligns with LTP4 goals to reduce emissions, improve quality of life and improve public health
Ploughley Road / A41 Bicester	Identified via Bicester Garden Town infrastructure programme – Aligns with LTP4 goals to support jobs and housing growth and reduce emissions.
Wantage Eastern Link Road	Science Vale Area Strategy – Policy SV2.5
A34 Lodge Hill	Science Vale Area Strategy – Policy SV1.3
Featherbed Lane Capacity Improvements	Science Vale Area Strategy – Policy SV2.11

Housing Infrastructure Fund (HIF)

HIF scheme	LTP4 alignment
HIF 1	
A4130 widening	Science Vale Area Strategy – Policy SV 2.6
New Didcot Science Bridge	Science Vale Area Strategy – Policy SV 2.6
New river crossing and link road between the A4130 at Didcot and A415 at Culham	Science Vale Area Strategy – Policy SV 2.16
Clifton Hampden Bypass between the A415 and B4015	Science Vale Area Strategy – Policy SV 2.13
HIF 2	
A40 smart corridor	A40 corridor strategy

Lessons learnt

During the development of the LTCP, the LTP4 objectives and area strategies were reviewed, and lessons learnt were identified. Some of the key lessons learnt are included in the LTCP, the full list is provided below.

Objectives and policies

- Need for a clear vision to guide the document and supporting strategies.
- Need to ensure alignment between policy goals.
- Need for strong policy wording and more specific policies.
- Need to improve internal processes, understanding of the LTCP and consistent application of policies.
- Need for SMART (specific, measurable, achievable, relevant and time-bound) targets / objectives.
- Need to establish a monitoring framework and improve the reporting of progress.

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- Consider language used and how policies / schemes are explained, including why they are needed and how they will benefit residents.

Area strategies
- Need for a consistent countywide approach that aligns with LTCP policy.
- Need to move away from 'predict and provide' transport planning approach.
- Need for more ambitious measures to support the overarching objectives and move away from highways infrastructure improvements.
- Need for a greater focus on activation, healthy place shaping and measures to support infrastructure improvements.
- Need for robust consultation and engagement.

LTCP key milestones

It is planned to produce annual LTCP monitoring reports. The first report is therefore scheduled for July 2023.

There is ongoing work to produce the area and corridor travel plans and transport hub strategy. The indicative area and corridor travel plan timeline can be seen on the next page. Drafting of the Transport Hub strategy is scheduled to be completed by the end of December 2022.

Work is still ongoing to confirm the timescales and key milestones for the bus strategy and rail strategy. The Place Overview and Scrutiny Committee's input during the development of these is welcomed and once confirmed the timescales will be shared.

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Area Travel Plans	Completion Winter 2022/23	Completion Summer 2023	Third Phase	Fourth Phase
Central Oxfordshire Travel Plan (Part 1)	■ (dark green)			
Central Oxfordshire Travel Plan (Part 2)				■ (light green)
Cherwell district travel plan			■ (light green)	
Banbury		■ (dark green)		
Bicester		■ (dark green)		
Kidlington			■ (light green)	
South & Vale district travel plan				■ (light green)
Didcot (Part 1)	■ (dark green)			
Didcot (Part 2)			■ (light green)	
Abingdon		■ (dark green)		
Henley-on-Thames				■ (light green)
Thame			■ (light green)	
Faringdon				■ (light green)
Wallingford				■ (light green)
Wantage & Grove			■ (light green)	
West Oxfordshire district travel plan				■ (light green)
Witney		■ (dark green)		
Carterton			■ (light green)	
Woodstock		■ (dark green)		
Chipping Norton			■ (light green)	
Eynsham				■ (light green)
Corridor travel plans				
A40		■ (light green)		
A41		■ (dark green)		
A44	■ (dark green)			
A420		■ (light green)		
A4074	■ (dark green)			
M40/A34 SRN			■ (light green)	

■ (dark green) work programmed and timescales confirmed
■ (light green) timescales to be confirmed

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Appendix 1 - LTP4 area strategy reviews

The primary way implementation of LTP4 was reviewed was through a review of the LTP4 area strategies. The LTP4 area strategies identified the specific schemes required to deliver LTP4.

The LTP4 area strategies included strategies for the A40, A420, Banbury, Bicester, Carterton, Science Vale (Wantage, Grove, Didcot, Harwell, Milton, Culham), Witney and Oxford.

The full review of the LTP4 area strategies is included in Appendix 1 of the LTCP. They have also been included in this report for reference. Overall, there has been good levels of delivery, particularly from the Science Vale and Oxford area strategies. A more limited number of schemes have been delivered from the Witney and Carterton area strategies.

The review highlights that there is ongoing work to deliver some of the schemes from the LTP4 area strategies. The schemes that have not been delivered will be reviewed as part of our work to develop updated area travel plans.

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Witney Area Strategy

Policy	Published Text	2022 Update / Context / Situation
N/A	This Area Strategy is being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise 3,700 new homes in the Witney sub area by 2031. Three Strategic Development Areas are identified: 1,000 homes at West Witney, 400 at East Witney and 1000 homes at North Witney.	West Oxfordshire Local Plan was adopted in 2018. Comprise 4,702 new homes in the Witney sub area by 2031. Update to the Strategic Development Areas are identified: 450 at East Witney and 1400 homes at North Witney.
Policy WIT 1	An all-movement at-grade junction on the A40 at Downs Road, related to the West Witney strategic housing and employment site to provide a new access to the A40 for businesses and residents to the west of the town;	An all-movement at-grade junction on the A40 at Downs Road was completed as part of the West Witney Strategic Housing and Employment development site in August 2018.
	West-facing slip roads at A40 Shores Green junction and improvements to the B4022 Oxford Hill junction with Jubilee Way and Cogges Hill Road to be delivered by housing development at East Witney. Complementary measures in the surrounding rural area may also be sought to support this scheme.	A40 Shores Green West Facing Slips - Growth Deal Scheme Years 2 to 5. During 2021 the preferred option was identified and consulted upon.
	A feasibility and viability assessment of West End Link Road 2 (WEL2), a new road bridge crossing the River Windrush.	No change.
Policy WIT 2	Re-designating the A4095 via Jubilee Way, Oxford Hill, A40, Ducklington Lane and Thorney Leys so through traffic travels around the edge of the town rather than through it;	No change.
	Implementing schemes to deter through traffic from using Bridge Street and the Woodstock Road.	No change.
	Improving the environment in the town centre by reducing congestion, and enhancing the Air Quality Management and Conservation Areas.	No change.
	Discouraging undesirable routing of traffic by improving directional signs.	No change.
Policy WIT 3	Protecting the line of the Shores Green Slip Roads and promoting its safeguarding in the Local Plan.	No change.
	Continuing to safeguard land for the proposed West End Link stage 2 pending adoption of the WODC Local Plan.	West Oxfordshire Local Plan was adopted in 2018 and safeguards the land for West End Link stage 2.
	Ensuring development at North Witney is served by a Northern Distributor Road running from Woodstock Road to Hailey Road.	No change.

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Policy		2022 Update / Context / Situation
Policy WIT 4	Improving the frequency of bus services by using pump priming funding from new developments: i. Between Witney to Oxford; including City Centre, Oxford rail station, hospitals and Oxford Brookes University; ii. Between Woodstock and Burford via Hanborough rail station and Witney; iii. Between Witney's main residential and employment areas;	No change.
	Implementing measures to reduce delays to bus services i. through Witney particularly along Corn Street, Market Place, Bridge Street and Newland; ii. joining the A40 eastbound at B4044 Shores Green	No change.
	Improving the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.	No change.
Policy WIT 5	Providing a cycle premium route between Witney and Carterton, as part of the B4477 improvement scheme.	No change.
	Seeking funding from new development sites to ensure they are served by high quality walking and cycling routes to access off-site amenities.	No change.
	Conducting walking and cycling network assessment studies/Cyclability Audits to: a) Develop a network of high quality, continuous cross town cycle routes linking residential and employment areas; b) Improving local cycle routes from residential areas to schools; c) Improving conditions and infrastructure for pedestrians and cyclists in Bridge Street, the town centre and Station Lane areas.	No change.
Policy WIT 6	Secure strategic transport infrastructure contributions from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.
Policy WIT 7	Secure strategic public transport service and infrastructure contributions based on the contribution rate per dwelling or per m2 for non-residential developments	No change.

*Policy WIT6 was previously removed as it was the A40 Science Transit 2 Policy which is now contained in the A40 Route Strategy chapter

Carterton Area Strategy

Policy	Published Text	2022 Update / Context / Situation
N/A	This Area Strategy is being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise 2,600 new homes by 2031 in the Carterton sub area.	West Oxfordshire Local Plan was adopted in 2018. Comprise 2,680 new homes in the Carterton sub area by 2031.

Policy CA1	Improve the B4477 between Carterton and A40 at Minster Lovell, which includes provision of cycle premium route, and upgrade from B classification road to A classification.		No change.
	Promote west facing slip roads at A40/B4477 Minster Lovell junction		No change.
	Continue to work with RAF Brize Norton to establish the implications of Programme Gateway on the existing transport network.		No change.
Policy CA2	Improving the frequency of bus services between Carterton, Witney and Oxford; including City Centre, Oxford rail station, hospitals and Oxford Brookes University;		No change.
	Providing bus stops close to the RAF Main Gate;		No change.
	Improving the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.		No change.
Policy CA3	A high quality cycleway from the employment and residential areas in the north and east of the town to Carterton town centre via Brize Norton Road;		No change.
	High quality cycle links from the west of the town to the town centre;		No change.
	Establishing a network of high quality local cycle routes throughout Carterton;		No change.
	Work with RAF Brize Norton to improve traffic flow for all modes at RAF Brize Norton's Main Gate including pedestrian and cycle routes;		No change.
	Support for the redevelopment of Ministry of Defence housing stock within Carterton to provide excellent pedestrian access throughout the redeveloped site and clear pedestrian links to facilities across the town, including, where financially practical, the removal of the Upavon Way pedestrian subway;		No change.
	Providing a high quality cycle premium route between Carterton and Witney as part of the B4477 improvement scheme; and		No change.
	Seeking funding from new development sites to ensure they are served by high quality walking and cycling routes to off-site amenities		No change.
Policy CA4	Reduce queuing traffic and improve the environment in the town centre;		No change.
	Discourage undesirable routing of traffic by improving directional signs and traffic calming measures.		No change.
Policy CA5	Secure strategic transport infrastructure contributions from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.		No change.
Policy CA6	Secure strategic public transport service and infrastructure contributions based on the contribution rate per dwelling or per m2 for non-residential developments.		No change.

A40 Corridor Strategy

Policy / Section	Published Text	2022 Update / Context / Situation
Paragraph 5	The A40 strategies are being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise provision of at least 10,500 homes between 2011 and 2031.	The WODC Local Plan was adopted in 2018 and committed at least 15,950 homes between 2011 and 2031.
Paragraph 6	Following the Examination in Public (EiP) of West Oxfordshire's Local Plan in 2015 the District are considering options to increasing the level of housing growth, as recommended by the Inspector. These proposals will be considered within the context of transport schemes for the A40.	Following the Examination in Public (EiP) of West Oxfordshire's Local Plan in 2015 the district did increase the level of housing growth across the district, as identified in the adopted West Oxfordshire's Local Plan 2018.
Paragraph 7	Following the publication of the Oxfordshire Strategic Housing Market Assessment (SHMA), which identified a need for 28,000 new homes for Oxford within the period 2011-31, the Oxfordshire councils have agreed a working assumption of 15,000 homes as the scale of Oxford's unmet need to be planned outside the city.	The SHMA led to an allocation of Oxford's unmet housing need being allocated in the West Oxfordshire Local Plan 2018.
Paragraph 8	Two strategies are outlined below for the A40. The first, A40 Science Transit 2, will deliver a package of schemes providing short term relief to the A40 by 2021. These improvements are unlikely to wholly resolve the current capacity issues on A40. Therefore a long term strategy for improving the A40 is currently being developed.	Two strategies have now been adopted by the council the A40 Science Transit 2 package (funded from Local Growth Fund) and the A40 Smart Corridor (funded from Housing Infrastructure fund) and referenced in the WODC Local Plan 2018.
Paragraph 10	In the short term we have been provisionally awarded £35 million from the Government's Local Growth Fund for public transport improvements in the A40 corridor for delivery between 2019 and 2021.	A40 Science Transit funded by the LGF time frames have been revised to align with the A40 Smart Corridor Project from 2021 to 2024
Policy A40	A Park and Ride car park on the A40 corridor at a location to be determined through the county council's Park & Ride study, due to be published in spring 2016;	A Park and Ride car park on the northside of the A40, west of Cuckoo Lane corridor has been identified.
Policy A40	Junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout, including bus priority on the approach to Swinford Toll bridge;	Superseded by A40 Smart Corridor; and bus priority on the approach to Swinford Toll bridge has been dropped as it is not feasible.
POLICY A40	The County Council has secured City Deal funding to improve Wolvercote roundabout and Cutteslowe roundabouts in north Oxford (to be completed winter 2016).	City Deal funding was used to improve Wolvercote and Cutteslowe roundabouts in 2016.
Paragraph 14	Some funding has also been secured for a new link road between the A40 and A44, which will provide improved access from west Oxfordshire to the A44 & A34, avoiding Wolvercote roundabout.	Funding reallocated to other projects.

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Investing in the A40 - Long Term Strategy	The Council has committed to investigate in detail a combined scheme for further feasibility comprising a package of measures: i) a dual-carriageway from Witney to a park and ride at Eynsham ii) bus lanes in both directions along the A40 from a park and ride at Eynsham to the Duke's Cut canal bridge approaching Wolvercote roundabout iii) provision of high quality cycleways along the length of the route.	Package of measures revised to: i. A dual-carriageway from Witney to a park and ride at Eynsham; ii. Bus lanes in both directions along the A40 from a park and ride at Eynsham to the Duke's Cut; canal bridge approaching Wolvercote roundabout iii. Bus priority eastbound at Duke's Cut canal bridge; iv. Provision of high quality cycleways along the length of the route.
Figure 2: Investing in the A40 corridor long term strategy.	See figure.	In addition – we anticipate the strategic development sites to provide additional infrastructure to this strategy, namely the Salt Cross Western Roundabout Access, and the Cuckoo Lane walking and cycling underpass between Saltcross and Eynsham. Both have a significant impact on how the A40 functions going forward.

Banbury Area Strategy

Policy	Published Text	2022 Update / Context / Situation
BAN1	Promotion of Bankside.	Chicanes have been removed. Full strategy review will consider the role of various roads in the town.
	Traffic management along A361 the South Bar Street/ Horsefair corridor.	Removed from current strategy but will need to be reconsidered in the strategy review.
	Bridge Street/ Cherwell Street eastern corridor improvements.	No change.
	Bloxham Road (A361)/ South Bar Street improvements.	No change.
	Provision of A361 Bloxham Road to A4260 Oxford Road Spine Road.	Eastern end is now in place.
	Relief to Hennef Way – north-facing slip roads off Southam Road.	No change.
	Hennef Way/ Southam Road improvements.	No change.
	Hennef Way/ Concord Avenue improvements.	No change.
	Hennef Way/ Ermont Way improvements.	No change.
	Ermont Way/ Middleton Road improvements.	No change.
	Increasing the capacity of junctions along Warwick Road (B4100).	Consultants currently working to investigate.
	Bloxham Road (A361) junction with Queensway and Springfield Avenue improvements.	These junctions are currently being looked at, along with complementary measures in other parts of Easington.

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	A361 Southam Road junction with Castle Street and Warwick Road improvements.	Currently being delivered.
	Provision of a link road east of M40 Junction 11 (Overthorpe Road to A422).	Developers are looking to deliver the road.
	Investigating the impact of; (i) a link road crossing from Tramway Road to Higham Way, (ii) a link road from Chalker Way at central M40 site to Bankside (crossing either the railway, river and/or canal), (iii) a south east link road	Option (i) was assessed and removed as not deliverable. The South East Link Road and other options still remain ambitions.
	Reviewing the highway signage on routes into the town centre to sign north-south through-traffic away from sensitive areas of the town centre and promote appropriate route choices at key decision-making junctions.	No change.
	A car park review and improvements, and provision of car park matrix signs.	No change.
BAN2	Promoting a bus route serving Bretch Hill>Banbury Town Centre>Rail Station (at Higham Way)>Thorpe Way>Wildmere Road>Banbury Gateway Retail Park. This scheme will explore the option of opening a bus-only route from Alma Road to Thorpe Way in order to provide bus journeys direct to the employment site. New bus stops will be introduced along the route.	Initial attempt failed as didn't have a solution in Thorpe Way but remains a key route to achieve.
	Undertaking feasibility work into the costs and benefits of routing buses through the pedestrianised town centre.	No change.
	Conducting, in line with the Banbury Masterplan, a comprehensive review of bus interchange facilities including the functionality of the bus station.	No change.
	Conducting, in partnership with bus operators, a comprehensive review of town wide bus services to identify short, medium- and long-term route changes (including any infrastructure requirements) to provide direct commercial bus routes from residential areas, via the town centre to the employment areas.	No change.
	Identifying suitable routes into and through the town centre.	No change.
	Opening Tramway Road as an access for cars into and out of the station car park and access to the Canalside development.	Delivering through Growth Deal.
	Exploring opening Station Approach to through bus services via Tramway Road.	Delivering through Growth Deal.
	Developing inter-urban services through enhancement of existing bus services or new services.	No change.
	Seeking funding from new development sites to ensure they are served by high quality commercial public transport services.	No change.
BAN3	We will work with our strategic partners to develop Banbury Station as a transport interchange. This is likely to involve re-designing the station forecourt to create an interchange that will feature a taxi rank; better cycle access and facilities (including secure cycle storage); an improved route to the station for people on foot, and improved public realm giving a sense of arrival.	Supported through funding for cycle racks and some improvements through Tramway scheme.

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	We will improve walking, cycling and public transport links to the station in order to meet future demand and to better connect the station to the town.	LCWIP, access to stations work and Wayfinding project will help to deliver improvements.
	Increase the variety of bus services passing the rail station, including exploring opportunities to route buses via Higham Way, and from Tramway Road to Station Approach.	This will be delivered through the Tramway, Bankside improvements and Salt Way link road.
	We will seek to maximise the opportunities national rail electrification proposals could bring to improving the transport networks, particularly at Bridge Street and around the rail station.	No change.
BAN4	Seek funding from new development sites to ensure they are served by high quality walking and cycling routes to off-site amenities.	A number of s278 schemes delivered.
	Conduct walking and cycling network assessment studies and prioritise improvements to deficiencies in the networks.	Town centre walking audit completed 2018; LCWIP being carried out at the moment.
	As identified in the Cherwell Local Plan 2011-2031 (part one) seek new pedestrian and cycle bridges, as part of the Canalside development, crossing the Oxford Canal and River Cherwell which will connect the rail station to the town centre.	One delivered by Longford Park; another secured through development on Canalside; on-going work to deliver the rest.
BAN5	This policy supports delivery of the Sustainable Transport Strategy.	N/A.
	We will seek mitigation from the impact of High Speed 2 (HS2) construction traffic across North Cherwell and Banbury.	Mitigation delivered at Wardington and Junction 11
BAN6	Oxfordshire County Council is working towards establishing a strategic Transport Contribution rate for developer funding, which will be adopted in a future update of this strategy.	No change.

Science Vale Area Strategy

Policy	Published Text	2022 Update / Context / Situation
SV 1.1	Delivering access and journey reliability improvements at Milton Interchange. To improve capacity, relieve congestion and accommodate additional traffic from planned development.	A 'hamburger' link was delivered under the A34, with widening across the roundabout, which opened in May 2015. The updated area strategy will consider further improvements at Milton Interchange given the significant growth planned for the area.
SV 1.2	Delivering north-facing slips at Chilton Interchange to provide a full movement junction. To enable more direct access to and from Harwell Campus from the A34, helping to attract investment.	The scheme was delivered and open to the public in November 2016. The updated area strategy will consider further improvements at Milton Interchange given the significant growth planned for the area.

SV 1.3	Delivering south-facing slips and investigating the provision of a new Park & Ride and bus priority measures at Lodge Hill Interchange, Abingdon. The provision of a full movement interchange will improve capacity and accommodate additional traffic from potential future development. A new Park & Ride will enable more trips into Oxford to be made by bus and alleviate congestion on Oxford's approach roads.	Funding has been awarded via Homes England along with S106 contributions in Abingdon to deliver the scheme. The scheme is currently in the design phase. The Lodge Hill Park & Ride is awaiting evaluation and review to establish commercial viability before a business case can be put together for this scheme.
SV 1.4	Developing Didcot Parkway station into a 'state-of-the-art' multi-modal interchange, to meet demand from new development and improved rail services. This includes a multi-storey car park, station access from the north, grade separation and a new station building.	The multi-storey car park was officially opened July 2019 and the cycle hub opened March 2021. We continue to work with the Didcot Garden Town team, further consideration will also be given to this policy in the updated Local Transport and Connectivity Plan once completed.
SV 1.5	Working with Network Rail and other partners to support the overhead electrification of the Great Western Mainline.	Electrification was delivered by end of 2017.
SV 1.6	Providing clear signage across Science Vale and establishing a clear hierarchy of routes to assist with way finding for all modes of transport.	This is being reviewed as part of several schemes in the area.
SV 1.7	Promoting the provision of a station at Grove, working with partners as part of a wider proposal to improve rail connectivity with Didcot and neighbouring areas, such as Swindon and Bristol, and in the longer term with East-West Rail to Milton Keynes.	On-going. Grove station identified as a potential infrastructure intervention in the Oxfordshire Rail Corridor Study (ORCS).
SV 1.8	Promoting an improved level of rail service at Didcot Parkway, seeking a minimum of four trains per hour to Oxford and Bicester, and securing future direct services to Birmingham and Heathrow airports as new rail infrastructure comes forward.	On-going. The ORCS has been completed to identify opportunities to enhance rail usage. The Oxford Phase 2 works have been identified as the critical next step to delivering the 2024 ambitions. A portfolio of interventions is required to deliver the 2028 ambitions, some of which can be associated with individual service enhancements, but the majority represent a comprehensive system upgrade between Oxford North Junction and Didcot.
SV 1.9	Promoting greater presence, accessibility and an improved level of rail service at Culham Station. To improve accessibility for the local area and Culham Science Centre and to encourage further business investment.	Ongoing. Supporting growth in seven Oxfordshire hubs by improving inter-connectivity is a key theme of the ORCS. The hubs identified include Culham.
SV 1.10	Promoting an improved and fully integrated public transport system with bus priority measures, linking Science Vale with innovation hubs and research locations in Oxford, in accordance with Science Transit and the Oxfordshire Bus Strategy.	On-going.
SV 1.11	Promoting the efficient transport of freight, using the most suitable routes as outlined in Oxfordshire's Freight Strategy and Oxfordshire Lorry Routes map.	On-going and to be picked up in the freight strategy part of LTCP.

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SV 2.1	Delivering cycle route upgrades and maintenance on the existing network. This includes the provision of new routes, new substantial infrastructure (including bridges), branded signs and marketing measures to provide a high quality, safe and attractive network.	See cycle update below.
SV 2.2	Securing new strategic bus services and associated infrastructure between major residential sites at Didcot, Wantage & Grove, Wallingford, Abingdon, town centres / retail and the employment sites at Milton Park, Harwell Campus, Culham Science Centre, and Oxford. A minimum of two buses per hour during the morning/evening peak travel periods is required to provide a credible level of service.	On-going.
SV 2.3	Securing improvements to existing bus services and associated infrastructure between Oxford, Didcot, Wantage & Grove, Abingdon, Wallingford and employment sites in Science Vale.	On-going.
SV 2.4	Strengthening public transport links from Didcot Parkway through improved bus connections, including segregated priority sections of route, to improve bus reliability and journey times. Bus priority measures will be investigated on the A4130 from Science Bridge into Didcot, through the Valley Park development site located to the west of Didcot; and between Wantage & Grove, Milton Park and Didcot via Steventon.	On-going.
SV 2.5	Delivering the Wantage Eastern Link Road to support developments in Wantage and Grove and provide relief to central Wantage.	Wantage Eastern Link Road (WELR) is currently in the design stage and is currently estimated to be constructed by the end of 2022, however exact timescales are still being confirmed with the contractors. The various phases of WELR are being funded by money collected from Growth Deal, Homes England Marginal Viability Housing Infrastructure Fund and S106 contributions from developments in the vicinity of Wantage and Grove.
SV 2.6	Delivering Science Bridge and widening of A4130 to provide relief to Manor Bridge and support/enable development in the area including Didcot A, NE Didcot, Valley Park and NW Valley Park.	The infrastructure proposed in this policy is being delivered as part of the Housing Infrastructure Fund (HIF) project. The project is estimated to be completed by 2024.
SV 2.7	Completing the A4130 Didcot Northern Perimeter Road part 3 (NPR3), to relieve congestion on local roads, and to improve access to Didcot from the east. Supports and enables Ladygrove East development.	NPR3 is in the preliminary design phase. This scheme is linked to the delivery of the Ladygrove East housing allocation. Exact timing for delivery is still being considered.
SV 2.8	Delivering Harwell Link Road section 1 (B4493 to A417) and Harwell Link Road section 2 (Hagbourne Hill) to improve access and connections to Harwell Campus and Didcot, reduce congestion on the local network, and protect villages from unnecessary through traffic. Supports and enables Valley Park development.	Harwell Link Road was completed and opened for use on 29th March 2018. The Hagbourne Hill scheme was completed in July 2016.
SV 2.9	Improving Harwell Campus entrance to facilitate additional trips into/out of the site (at the three main entrances on the A4185) and supplement the improved Chilton Interchange.	The Thomson Avenue entrance was completed in August 2020. There are no immediate plans for upgrades to Fermi Avenue and Curie

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		Avenue. The requirement for mitigation at these junctions will be continually reviewed through transport assessments for subsequent growth at Harwell Campus and through continued liaison with the campus.
SV 2.10	Delivering improvements along the A417 corridor to address congestion, safety and the conflict between the volume of traffic, east-west travel, and access to the villages along this route. Elements of the strategy include junction improvements, bus stop infrastructure, footpath and cycleway improvements and speed limit reviews.	No change - the updated area strategy will consider this further.
SV 2.11	Delivering improvements at Steventon traffic lights at the A4130 / B4017 junction and improvements to Featherbed Lane. To remove the 'bottle-neck' and improve journey times to the A34, Milton Park, other Didcot employment sites and to Wantage & Grove.	Parts of Featherbed Lane were widened in 2015.

Oxfordshire County Council are currently at optioneering stage and are appraising potential interventions for Featherbed Lane and associated junctions (including Rowstock roundabout).

Preferred options are to be identified within an Options Assessment Report due for completion in March 2022. |
SV 2.12	Reducing congestion at Rowstock roundabout through measures to increase capacity of the junction.	See above.
SV 2.13	Delivering improved Access to Culham Science Centre (CSC) Phase 1 (new road from CSC entrance to the B4015 north of Clifton Hampden) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC.	The infrastructure proposed in this policy is being delivered as part of the HIF project. The project is estimated to completed by 2024.
SV 2.14	Promoting schemes to provide relief to villages within Science Vale which are affected by high levels of through traffic.	No change - the updated area strategy will consider this further.
SV 2.15	Providing improvements to the A4130 between Didcot and Wallingford to reflect the volume of trips between the two towns. The ability to move reliably and safely along this corridor is important, particularly in helping to support planned employment growth in Science Vale.	No change - the updated area strategy will consider this further. Some S106 monies have been taken towards a scheme in this area.
SV 2.16	Delivering improved Access to Culham Science Centre (CSC) Phase 2 - new river crossing (between Didcot and CSC) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC. This scheme also increases capacity for north/south movements across southern Oxfordshire and reduces pressure on the A34, whilst increasing network resilience across the Thames floodplain.	The infrastructure proposed in this policy is being delivered as part of HIF project. The project is estimated to completed by 2024.
SV 2.17	Delivering capacity improvements on the B4015 between Access to Culham Phase 1 and the A4074 to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The upgrading of this route is part of the scope of the optioneering exercise for the Golden Balls roundabout, this study is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete.

SV 2.18	Delivering capacity improvements at the Golden Balls Roundabout (junction of A4074 and B4015) to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The optioneering exercise for the Golden Balls roundabout is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete.
SV 2.19	Delivering capacity improvements on the A4047 north of Golden Balls roundabout to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The optioneering exercise for the Golden Balls roundabout is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete. The study will look at the need for bus priority measures north of the Golden Balls roundabout and consider the impacts of traffic growth along this corridor.
SV 2.20	Promoting capacity improvements to the A338 /A415 Frilford lights junction to improve accessibility between Wantage, Grove and Oxford.	The optioneering commenced in March 2021 and is due to conclude in April 2022. This optioneering exercise will consider all potential means of addressing the capacity issues at Frilford junction and the air quality issues within the Marcham AQMA.
SV 2.22	Providing new and substantially upgraded strategic cycle routes to Milton Park, Harwell Campus and Culham Science Centre through the Science Vale cycle strategy	See Cycle Strategy updates below.
SV 2.23	Securing safe and attractive walking and cycling routes as part of planning for new developments.	See Cycle Strategy updates below.
SV 2.24	Establishing links from new development to Public Rights of Way.	On-going.
SV 2.25	Establishing a bus route between Grove, Wantage, Milton Park and Didcot.	X36 linking Grove, Wantage, Milton Park and Didcot launched in January 2021.
SV 2.26	Promoting improved sustainable access to Culham Science Centre through enhanced bus connections and improved cycle routes to Abingdon and Didcot.	See Cycle Strategy updates below.
SV 3.1	Ensuring appropriate bus access, infrastructure and service patterns to complement plans for new development and suitably serve key destinations in Didcot town centre including Didcot Parkway station, the Orchard Centre and Broadway.	On-going.
SV 3.2	Securing the delivery of capacity improvements at Jubilee Way roundabout, to improve access to the town centre and support the on-going vitality of the Orchard Centre.	Jubilee Way roundabout now forms part of Didcot Central Corridor (DCC) scheme, therefore please see update below. This a standalone scheme will be removed from the updated strategy.
SV 3.3	Central Didcot Transport Corridors (Jubilee Way to Science Bridge and the Broadway) to transform the transport corridors through central Didcot, prioritising space for public transport, cyclists and pedestrians, address pinch point junctions and improve linkages between new development sites, the rail station and the town centre.	The DCC project is at the start of the procurement stage to commission a consultant to produce a placemaking strategy and options appraisal report for the project. The scope of this work has been widened to include a larger area for consideration.
SV 3.4	Pedestrian and cycle network enhancements providing improved routes with better signage to the town centre and Didcot Parkway together with better facilities at employment and residential sites, to encourage the use of sustainable, active modes of travel.	See below for cycling update. Better signage / wayfinding will be covered for certain routes in Didcot as part of the Didcot Central Corridor project.

SV 3.5	Promoting and delivering the Didcot Garden Town Green Corridors, we will work with the District councils to deliver green corridor routes for pedestrians and cyclists between the urban areas of Didcot and the surrounding countryside.	On-going.
SV 3.6	Promoting a strategic approach to planning for parking in Didcot to identify an appropriate balance of parking provision in the town and at the rail station to support town centre vitality.	On-going. Parking in the town centre will be picked up as part of the DCC study.
SV 4.1	Safeguarding and protecting the ability to provide a Southern Didcot road to relieve the B4493, southern residential roads and the town centre if significant additional development is allocated to the south of the town in the future.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.2	Safeguarding and protecting the ability to provide a South Abingdon road if significant additional development is allocated to the south of the town in the future. This will provide a direct link from west Abingdon to the A415 to the east and relieve congestion in Abingdon town centre.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.3	Safeguarding and protecting the ability to provide a Wantage Western Link Road if there is substantial additional development in west Wantage. This would complete the perimeter route for Wantage and provide relief to key roads within the town.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.4	Safeguarding and protecting the ability to provide a station at Grove	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.5	Safeguarding and protecting the ability to provide A34 - Milton Park north facing slips if additional significant development comes forward in the Didcot area. This will provide a direct link between the A34 and Milton Park for traffic travelling to/from the north.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.6	Safeguarding and protecting the ability to provide a Marcham bypass this may be required to help mitigate the Air Quality Management Area declared in Marcham village.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work. Further optioneering work is underway and this will inform what scheme comes forward.
SV 5.1	Secure strategic transport infrastructure contributions (including cycle schemes) from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	On-going.
SV 5.2	Secure strategic public transport service contributions for new or improved public transport services as well as bus stop infrastructure to support sustainable development.	On-going.
Science Vale Cycle Network	Our vision is for a world-class cycle network enabling users to make safe, efficient, connected journeys by bike." "Our ambition is to raise the status of cycling in the Science Vale area through the provision of innovative and high quality cycling facilities comparable with those found in the cycling countries of continental Europe, supporting the growth and investment being made in Science Vale.	See below for updates on specific routes within the Science Vale cycle network. The updated strategy will look again at the area and be formally known as the Science Vale Active Travel Network (SVATN) phase 2 and be expanded to take account of the additional allocated growth in the area

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		(within SODC's Local Plan).
Science Vale Cycle Network - Route 1	Wantage to Harwell Campus.	This route (approx. 5000m) from West Lockinge, through Ardington Village to Hungerford Road, West Hendred is now completed as of December 2020 and allows cyclists traveling from Wantage to Harwell Campus to avoid the main roads of A417 and A4185. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 2	Wantage to Milton Park.	Steventon to Milton Park which forms part of this route, also known as the Cinder track, land has been safeguarded but landowner negotiations need to be undertaken. The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 3	Abingdon to Milton Park.	3B1 (North Peep-O-Day-Lane) was opened on 24th April 2020, 3B2 (South Peep-O-Day Lane) was opened on 15th June 2020. Routes 3C and 3D have been delivered and include Improvements to an off-road section between Milton Park and Sutton Courtenay (3D) and signage improvements along Drayton Road, Brook Street, High Street and Milton Road (3C).
Science Vale Cycle Network - Route 4	Abingdon to Harwell Campus.	The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 5	Didcot to Harwell Campus.	Route 5G has been delivered and includes a new stepped cycle track (approx. 900m) along Wantage Road, between Didcot Community Hospital and the B4493 Wantage Road Roundabout being constructed by Taylor Wimpey. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 6	Didcot to Milton Park.	Routes 6A and 6B have been delivered and include street lighting along north side of Milton Road, Didcot, speed limit reduction to 40mph and new traffic signals/speed limit signs. 6B includes conversion of the footway on the East side of Foxhall Road into a shared-use pedestrian/cycling facility.

		The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 7	Abingdon/Oxford to Culham Science Centre.	Route 7A and 7C were delivered by December 2020 and include Improvements to existing off-road tracks along Abbey Meadows and Barton Fields. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 8	Didcot to Culham Science Centre.	Route 8G1 was delivered on the 5th November and include a new ramped cycle bypass lanes at two build-outs on the High Street in Long Wittenham (at the Red Barn and at No 35 High Street). The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 9	Grove to Wantage.	The route will be investigated as part of a Local Cycling and Walking Infrastructure Plan (LCWIP) for Wantage and Grove.
Science Vale Cycle Network - Route 10	Didcot to Wallingford.	The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network – not numbered	Steventon to Milton Park.	See Wantage to Milton Park above.
	Chilton to West Ilsley A34 Junction.	No change. The rest of the route will be investigated as part of the SVATN stage 2 work.
	Backhill Lane Tunnel.	Backhill Lane Tunnel was opened in November 2017.
	Berinsfield to Oxford.	The rest of the route will be investigated as part of the SVATN stage 2 work/ County strategic cycle routes work.
	Culham Village to Abingdon.	See Route 7 (Abingdon to Culham science Centre) above.
	A417 Cycle Path.	The route will be investigated as part of the SVATN stage 2 work.
	Didcot Station to Power Station Roundabout.	The Didcot LCWIP will look at potential options here.
	Cow Lane Underpass, Didcot.	The Didcot LCWIP will look at potential options here.

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Wantage Town Routes.	The Wantage and Grove LCWIP will look at potential options here.
Other Towns and Local Schemes.	The routes will be investigated as part of the SVATN stage 2 work.
Didcot – A Mini-Holland?	The Didcot LCWIP will look at potential options here.

Bicester Area Strategy

Policy	Published Text	2022 Update / Context / Situation
Page 335 BIC1	Continuing to work with Highways England to improve connectivity to the strategic highway.	Ongoing partnership working with National Highways (formerly Highways England); i.e. M40 J09 & J10 (Bicester).
	Investigating a new motorway junction as part of the Garden Town work.	Completed - Cherwell District Council project (Dec 2016).
	Reviewing key county road links out of Bicester, including those that cross the county boundary.	Ongoing partnership working with Buckinghamshire Council (regarding the A41).
	Investigating options for infrastructure improvements and bus priority to enable greater reliability on the A41 corridor to/from Junction 9 to A41 Bicester Services roundabout.	Part of the A41 Corridor Options Work is nearing completion. Mobility Hub expansion and Access to Wendlebury schemes are still ongoing items.
	Delivering effective peripheral routes around the town - Western peripheral corridor: realigning A4095 Howes Lane.	Delivery complete for the bridge under the railway (A4095). Design work for the realignment road is ongoing.
	Delivering effective peripheral routes around the town - Eastern peripheral corridor: upgrade to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive.	Section through Wretchwick Green designed as part of the development site. The rest of the A4421 is ongoing. Design code completed in 2016.
	Delivering effective peripheral routes around the town - Southern peripheral corridor: provide a South East Perimeter Road.	As part of the Steer A41 Study (due for completion in 2022). Next steps to be determined.
	Investigating solutions to East-West Rail Phase 2 challenges - Working closely with the rail industry to deliver solutions at the Charbridge Lane level crossing affected by the East-West Rail Project.	Charbridge Lane bridge completed early 2022.
	Investigating solutions to East-West Rail Phase 2 challenges - Working closely with the rail industry and the Department for Transport to develop a solution to the likely restrictions affecting the London Road as a result of the East-West Rail project and national rail programme.	EWR currently undertaking an options assessment and statutory consultation expected late 2022.
	Supporting the proposals to secure a potential freight interchange at Graven Hill and working with the district and developers to achieve this.	Not progressed.

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		Improving Bicester's bus services along key routes and providing improved public transport infrastructure.	Ongoing work.
		Enhancing pedestrian, cycle and public transport links to the Bicester Village Station, Bicester North Station and key employment sites.	Utilising the current and emerging Bicester LCWIP (2020) as a catalyst for delivering changes and upgrades. Funding opportunities also sought in Active Travel Fund Tranches, delivered cycle parking and access to Bicester North in partnership with Chiltern Railways.
BIC2		Implementing Bicester town centre highway modifications. In combination with improvements to the peripheral routes, highway restrictions in Bicester Town Centre will be considered on through routes in order to reduce through traffic in the town centre, constraining it to the peripheral routes and promoting more sustainable travel options in the town. Radial connectors into the town centre will be assessed in terms of their role in the overall transport network and opportunities for providing improvements for sustainable modes of transport.	The pre-design work completed for Market Square. Worked with Sustrans to produce drawings and costings for active travel links via the Central Corridor and Middleton Stoney Road (2021).
		The Bicester Sustainable Transport Strategy has identified a number of new sections of urban pedestrian and cycle routes.	This is now picked up under the 2020 Adopted Bicester LCWIP strategy. Ongoing work with active travel groups on the emerging updated LCWIP.
		Progressing a Wayfinding Project for Bicester with the aim of improving signage across the town	Delivered.
BIC3		Undertaking travel promotions and marketing measures.	Community Activation via Active Travel Funding Tranche 2 focused on this objective in 2020-21. Also working with key user groups and stakeholders to promote the Active Travel agenda.
		Developing a coordinated parking strategy in partnership with Cherwell District Council.	We have decriminalised parking in place along with Electric Vehicle Parking Strategy across the county. Detailed look at the impact of parking in Market Square Study (Pre-design 2021). Ongoing as part of the emerging Mobility Hub Design Guidance. Also delivered restrictions to protect residential areas from inappropriate commuter parking.
		Discourage undesirable routeing of traffic by developing a signage strategy.	Delivered and ongoing with regular reviews.
		Providing coordinated information and advance notice of construction closures and traffic related issues.	Delivered and ongoing with regular reviews with stakeholders and businesses.

	Providing new approaches to transport through the North-West Bicester development site.	North West Bicester perform ongoing reviews of their Travel Plan(s). Working with major developers to realise the potential for a breadth of transport provisions in combination with the LCWIP (2020) and national guidance (i.e.. LTN 1/20).
BIC4	Secure strategic transport infrastructure contributions.	Ongoing.
	Secure strategic public transport service contributions.	Ongoing.

Oxford Transport Strategy

Policy	Published Text	2022 Update / Context / Situation
Page 337 **MaaS Transit**	Page 9 - Proposed Network - "In combination with work on the Oxfordshire Science Transit and Oxfordshire Bus Strategy, the Oxford Transport Strategy (OTS) helps to define the strategic transit network for the County (shown in the schematic plan). With Oxford as the central hub, the network will improve transport links within and beyond Oxfordshire; improve access for residents; and increase the connectivity to locations of major growth."	City & District Councils' Local Plans include new housing & employment allocations including Oxford unmet need sites. Network plans to be reviewed in light of this.
		Bus Service Improvement Plan (BSIP) required by October 2021, with Enhanced Partnership Plan to become effective from April 2022. Network plans to be reviewed in light of this.
	Page 13 - The future of Park & Ride - "Future housing and employment growth within Oxfordshire is set to further exacerbate congestion on the A34, the outer ring-road and other corridors that feed into the city, unless traffic can be captured before it reaches them. The expansion of the current city-edge Park & Ride sites to meet forecast levels of demand would add substantially to traffic levels on already congested routes. New outer Park & Ride sites are therefore proposed for the following corridors........"	Oxford Park & Ride study, which identified sites for outer P&R, was completed in 2016. The strategy needs updating to take into account adopted City & District Local Plans, and associated housing allocations, expansion of Seacourt Park & Ride, & potential longer term impacts of COVID-19 on travel demand & working from home as well as major behaviour change programmes in Oxford (Core Schemes & Zero Emission Zone), for example.
		Planning application for Eynsham Park & Ride now approved, with construction expected to start in early 2022 & end late summer 2024.
	Page 14 - Corridor prioritisation - "RT and buses will be prioritised to enable smooth, fast, and reliable progress through: segregation (e.g. bus lanes); selective vehicle detection and prioritisation at traffic signals; traffic reduction; traffic management (e.g. queue relocation); and removal of obstacles such as loading and parking bays......"	Several corridor studies have been completed, or are underway, to consider the design of facilities for cycling and walking as well as bus services. These include radial & orbital routes within the city, such as Abingdon Road, the B4495, Banbury Road, Botley Road, Iffley Road, Woodstock Road, & approaches to Oxford including A44, A4165 & B480. Botley Road improvements (Phase 1) are already underway with scheme completion expected by May 2022. Funding, via the Oxfordshire Growth Deal, has also been secured for designing improvements on Banbury Road & Woodstock Road, including implementation on Woodstock Road. Core Scheme proposals allow for

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			reconsideration of how highway space is redistributed and prioritised, given a low traffic environment.
			A40 'integrated bus lane' construction expected to be completed by March 2024 subject to gaining planning permission.
		Page 10 - Oxford Station Masterplan - "The City and County Councils and Network Rail have produced a joint master plan for Oxford Station (shown right). The master plan provides a bold vision and implementation strategy for the comprehensive redevelopment and improvement of the station...."	Adopted Supplementary Planning Document (SPD) for Oxford Station is being updated with the Oxford Station Masterplan at options development stage. A public consultation is currently programmed to launch in December 2021 / January 2022.
		Page 10 - Cowley Branch Line - "The Cowley branch line is currently used only for transporting freight by BMW. However, the line's proximity to the new and expanding employment area of the southern Eastern Arc, suggests that it could play a key role in future increased transportation of both freight and passengers...."	The Oxfordshire Rail Corridor published in June 2021; assesses the impact of planned growth in jobs and housing on Oxfordshire's rail system and identifies the role that rail can play to support the delivery of that growth. The Cowley Brach Line is within the scope of the study.
Page 338	Walking and cycling	Page 21 - Enhancing the cycle network - "Cycle route enhancements are needed to provide safe and direct access to employment, educational and commercial destinations, but also to extend coverage across residential areas. Achieving this will require a combination of high quality routes providing access to key destinations, better cycle parking and other measures which make cycling easier and more attractive for short and medium-distance trips....We propose a network based on a hierarchy of Cycle Super Routes and Premium Routes (shown in the figure opposite) and Connector Routes linking major origins and destinations"	Several corridor studies have been completed, or are underway, to consider the design of facilities for cycling and walking as well as bus services. These include radial & orbital routes within the city, such as Abingdon Road, the B4495, Banbury Road, Botley Road, Iffley Road, Woodstock Road, & approaches to Oxford including A44, A4165 & B480. Botley Road improvements (Phase 1) are already underway with scheme completion expected by May 2022. Funding, via the Oxfordshire Growth Deal, has also been secured for designing improvements on Banbury Road & Woodstock Road, including implementation on Woodstock Road. Core Scheme proposals allow for reconsideration of how highway space is redistributed and prioritised, given a low traffic environment.
			The Oxford Local Cycling & Walking Infrastructure Plan (LCWIP), adopted by the county council in 2020, sets out a programme & specific measures to bring about a much more developed cycling and walking network for Oxford. In updating the OTS the Oxford LCWIP needs to be taken into account.
			Various schemes including Low Traffic Neighbourhoods, Quietway's & Quickways being introduced in Oxford, & funded by the Department for Transport's Active Travel Fund, to reallocate road space to cyclists and pedestrians and create an environment that is safer for walking and cycling.
			Several schemes have been introduced, or are underway, to improve & develop off-road quieter cycle routes in Oxford, including towpath & waterway upgrades, to provide alternatives to the main road network.
		Page 24 - Encouraging walking - "There is a need for major improvements to public	Pedestrianisation of city centre streets is dependent on effective traffic

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Managing Traffic & Travel Demand</td>
<td>realm and 'sense of place' in the city centre. In the short term, the pedestrianisation of George Street and Queen Street, as well as public realm improvements to St Giles, Magdalen Street and Frideswide Square will greatly improve the quality of public place within the city centre. By 2025, the establishment of the city periphery transit terminals and traffic control measures will allow Park End Street, New Road, Castle Street and Norfolk Street to become an extension of the low trafficked central core and will provide an almost uninterrupted walking route from the station to the centre. In the longer term, the ambitions for shifting bus movements underground will allow for more radical public realm improvements on High Street and St Aldates where opportunities are currently limited due to their key role as the only access to the centre from the east."</td>
<td>reduction which is already being investigated as part of the Core Scheme proposals, and to a lesser extent, the Zero Emission Zone (ZEZ). The strategy for city centre movement, including public realm, needs to be updated & further developed taking into account these proposals and their expected traffic reduction benefits. The county & city councils commissioned the City Centre Movement & Public Realm Strategy in 2018, which puts forward options for traffic movement and the public realm in Oxford city centre.</td>
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<td rowspan="3">Page 18 - Zero Emission Zone - "Through the application of a Traffic Regulation Condition, Oxford city centre is already a Low Emission Zone and operators have made great efforts in delivering vehicles which met Euro V emission standards, and are working on introducing even cleaner technologies in the near future. However, the ambition of the OTS is to start a city centre zero-emission zone for all vehicles by 2020, with the zone being gradually expanded over time as the required infrastructure and technology develops. This will support objectives to improve air quality and targets to reduce emissions from vehicles."</td>
<td>A final Zero Emission Zone (ZEZ) Pilot scheme was approved by the county & city councils in March 2021, with implementation expected later 2021. A wider ZEZ, covering most of Oxford city centre, is also planned subject to the outcomes of further technical work & consultation. The ZEZ will be enforced via an emissions-based local charging scheme.</td>
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<td>A "Euro VI" Low Emission Zone for local buses was agreed in 2019. This was due to come into effect in December 2020 but was delayed because of COVID-19. It may now be superseded by the Zero Emission Bus Regional Areas (ZEBRA) scheme if successful.</td>
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<td>In response to the climate emergency the county council has published its declaration '*Climate Action for a Thriving Oxfordshire*' setting out a commitment to be a zero-carbon organisation by 2030, and fully playing its part in creating a zero-carbon Oxfordshire. This includes publication of its Climate Action Framework.

Oxford City Council's Air Quality Action Plan 2021-25 (approved by city Cabinet on 20 January 2020), which amongst other things, includes a local target to reduce nitrogen dioxide concentrations to 30 µg/m3 (significantly lower than the current legal limit value of 40 µg/m3) by 2025. Oxford City Council's Net Zero Action Plan (March 2021) sets out a net zero-carbon city by 2040 or earlier.

The government released its Decarbonisation Plan in July 2021.</td>
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<td></td>
<td>Page 28 - Workplace Parking Levy - "...within Oxford it is proposed, subject to further work and consultation, that a city-wide Workplace parking levy (WPL) is introduced."</td>
<td rowspan="2">The Core Schemes, which include proposals for a workplace parking levy & traffic filters in Oxford city, was published in October 2019. Implementation is expected from 2023, subject to the outcomes of further technical work & consultation.</td>
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<td></td>
<td>Page 29 - Traffic Filters - "....it is proposed that traffic levels are reduced in the longer term by placing further restrictions on through traffic (whilst allowing unimpeded bus</td>
</tr>
</table>

movements) by implementing access controls. These restriction points could be full or part-time closures – similar to the existing bus gates – or road user charging points."	
Page 28 - Controlled Parking Zones - "Growth in the city, coupled with demand management measures – in particular WPL – will mean further expansion of Controlled Parking Zones (CPZs) is required in the city to ensure that parking is not just displaced to residential streets. Large parts of the city are already covered by CPZs and where these have been implemented they have been extremely successful in removing commuter parking. Further work will be required to understand where additional CPZs are needed along with consultation with local residents. Over time is likely that the majority of streets in the city will be covered by parking restrictions."	The Oxford Controlled Parking Zone (CPZ) programme was approved by the county's Cabinet Member for Environment in June 2019. Several CPZ schemes have since been introduced with a further 5 schemes planned for late 2021 or early 2022, subject to the outcomes of formal consultation.
Page 30 - Freight/Deliveries - "Demand forecasting for 2031 indicates that around 2,500 HGV trips will be made to, from and within the city between 8am and 6pm per day, over a third of which would occur during the morning peak hour. To reduce the impact of freight on congestion, noise and air quality, the following measures will be developed: delivery & Servicing Plans; construction Logistics Plans; out of hours deliveries; freight will be expected to comply with increasing emissions requirements; local consolidation points; and freight consolidation centres for business, retail and construction."	Freight & deliveries in Oxford city centre will need to be reviewed, including consideration of freight consolidation, in light of Core Scheme & the Zero Emission Zone proposals. This will also need to take account of COVID-19 impacts & increasing use of the internet to access services and for purchasing goods etc.
Page 27 - Highway Capacity Improvements - "The existing policy of improving the key ring road interchanges is consistent with the proposal to remove trips from the 'inner ring road' (the B4495) and other inner city routes. This will be continued in the short-term with the schemes at Cutteslowe and Wolvercote Roundabouts; whilst longer term plans at the A34 Botley and Peartree interchanges are being considered by National Highways, along with Intelligent Transport Systems (ITS) such as Variable Message Signs and variable speed limits to be applied along the A34 corridor. The proposed ring road improvements are shown on the plan opposite."	Upgrades to Cutteslowe & Wolvercote Roundabouts were completed in 2016.
	National Highways is in the early stages of exploring opportunities to reduce congestion and improve safety on the A34 between the M4 and M40.
	Peartree Interchange sustainable transport improvements are being bought forward through the Oxfordshire Growth Deal.

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Divisions Affected - All

Council – 12th July 2022

Local Transport and Connectivity Plan

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **Council is RECOMMENDED to**

   a) **Adopt the content of the LTCP document, and the supporting strategies, as council policy.**

   b) **Acknowledge the Cabinet resolution on 21 June 2022 to delegate the decision on the final Local Transport and Connectivity Plan document, including graphical format, to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Travel and Development Strategy.**

Executive Summary

2. This report updates Council on the Local Transport and Connectivity Plan (LTCP). It summarises the results of the LTCP consultation and outlines the key changes to the final LTCP. It also includes information about changes to the supporting strategies for Freight and Logistics, Innovation Framework and Active Travel. It is proposed that the content of the documents found in appendixes 2-5 are all adopted by the council.

Background

3. Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling the new Oxfordshire document the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for better connectivity across the whole county.

4. The LTCP has been developed to align with and help achieve the county council's strategic priorities. It is critical to delivering the following four:
   - Put action to address the climate emergency at the heart of our work
   - Tackle inequalities in Oxfordshire
   - Prioritise the health and wellbeing of residents
   - Invest in an inclusive, integrated and sustainable transport network

5. We have developed and consulted upon the LTCP in 3 stages. This process has allowed for ongoing public engagement at each stage of the project. We have therefore been able to refine proposals before final inclusion in the LTCP. We have also engaged with the LTCP Steering Group throughout the development of the LTCP.

6. The stages of development that we have conducted are:
    - Stage 1 – Topic Paper Engagement
    - Stage 2 – Development of Vision Document
    - Stage 3 – Development of LTCP and supporting strategies

7. In support of the overall LTCP, we have developed three initial supporting strategies for Freight and Logistics, Active Travel and Innovation. These build upon the high level policies in the LTCP but provide more detail about our proposals and how they are proposed to be delivered. These documents, as well as an Integrated Sustainability Appraisal (ISA) were endorsed for public consultation by Cabinet on the 19th October 2021.

LTCP consultation

8. Following cabinet approval consultation commenced on the draft LTCP and supporting strategies on 5th January 2022. The consultation ran for 10 weeks closing on the 16th March 2022.

9. The LTCP consultation was hosted on the council's Let's Talk Oxfordshire webpage. There was one survey covering the LTCP and all supporting strategies. Due to the broad range of topics covered in the LTCP and supporting documents the questionnaire was structured in a way that enabled respondents to select the topics they are interested in. The 'skip logic' on the Let's Talk Oxfordshire webpage then displayed the relevant questions and passed those that are not relevant - this means that the number of people responding to individual question varies throughout the survey.

10. The questionnaire contained summary information about the topic or policy in question. This was to help respondents understand the question and make an informed choice, without having to open the corresponding document.

11. We also utilised the 'idea boards' function on Let's Talk Oxfordshire. These enabled respondents to provide free text responses to questions on key topics. Topics chosen were rural areas and freight. These were different to the traditional survey format and allowed respondents to engage with the consultation in an alternative way.

12. To ensure that all residents could take part in the consultation, we offered the option to request a hard copy of any documentation, return surveys by post or give comments over the phone by contacting the council's helpline.

13. Whilst this was the last consultation on the LTCP and part 1 supporting documents before adoption as council policy, there will be further consultation on part 2, including the area transport strategies. This will build on the LTCP

consultation and provide residents with an opportunity to feedback on proposals for their local area.

LTCP consultation engagement

14. The LTCP consultation was promoted in a range of ways. We also conducted various engagement exercises to promote the consultation and help with understanding of the documents. These activities are summarised in the following sections.

Public and external stakeholders

15. The following activities were conducted with the public and external stakeholders:
    - Stakeholder contacts emailed in December 2021 to notify them of upcoming consultation and share a link to the October cabinet papers
    - Stakeholder contacts emailed in January 2022 to notify them of the consultation start and share a link to the consultation webpage
    - Engaged with LTCP Steering Group throughout the development process
    - Hosted 6 webinars to introduce the LTCP and supporting strategies and conduct a question and answer session:
        o Parish and Town councils (24th January and 1st February)
        o General public (25th January and 7th February)
        o Businesses (26th January)
        o Transport stakeholders (20th January)
    - Presentation and discussion at meetings of:
        o Oxfordshire Active Travel Roundtable (10th January)
        o Oxfordshire Transport and Access group (19th January)
        o Parish Transport Representatives (9th February)
        o Unlimited Oxfordshire (23rd February)
        o Oxfordshire Association of Local Councils (7th March)
    - Individual meetings with:
        o Oxfordshire Pedestrians Association
        o Road Haulage Association
    - Active Travel Strategy shared with Active Travel Co-Production Group and workshop to discuss key issues
    - Ongoing social media communications using Facebook, Twitter, Nextdoor and Your Oxfordshire
    - Posters in libraries
    - Press release

16. In order to target harder to reach audiences, the communications budget was weighted to target under-represented demographics. The demographic data of respondents was reviewed at the consultation mid-point and the targeted advert spending adjusted accordingly. 25% of the budget was spent promoting the consultation specifically to women, 10% to rural audiences and 15% on targeting recipients from under-represented districts – West Oxfordshire and Cherwell in particular. To prevent possible discriminatory use, it is no longer possible to target specific ethnicities via digital advertising.

17.   The following activities were conducted with county council members:
- Notification of upcoming consultation on member newsletter in December 2021
- Notification of consultation live and link to consultation on member newsletter in January 2022
- Presentation and Q&A at all January 2022 member locality meetings
- Provided with 'member toolkit' on virtual resource centre. This included FAQs, a short introductory presentation and key questions
- All member briefing (1st March)
- Transport Policy Development Working Group inquiry

City and District Councils
18.   The following activities were conducted with the City and District Councils:
- District officer webinar (1st February)
- All member briefing for each district:
  - Oxford City (14th February)
  - Cherwell (16th February)
  - West Oxfordshire (1st March)
  - South & Vale (7th March)

LTCP consultation results

19.   The full LTCP consultation report can be found in Annex 1. A summary of key points is provided in this section for ease. In total 1178 responses to the consultation were received. This met the overall campaign objective to achieve 1000 completed consultations.

20.   1058 responded using the online web-form and 120 written submissions were received. Of those that responded, 1086 were on behalf of individuals and 92 were on behalf of organisations.

21.   Beyond the formal responses received, the consultation was successful in raising awareness about the LTCP and council's future transport proposals. In total 303,146 people were reached using social media. This means 303,146 individual accounts read information about the consultation posted by the county council. There were also 18,000 visits to the consultation webpage, of these 7,100 were informed participants meaning they downloaded a document, visited multiple pages or contributed.

22.   There were responses from all age groups apart from the under 16 category. The largest number of responses comes from residents aged 55-64 and 65-74 (both received 22% of all responses). There was a higher number of males responding (51%), than females (43%).

23.   Whilst there were fewer responses to the LTCP consultation from young people, we have drawn on a range of data from other work to inform development of the LTCP. For example, during development of the strategic plan, stakeholder engagement sessions were held with young people where they identified 'Investing in an inclusive, integrated, and sustainable transport network' as the

number one priority. This has been reflected in our vision, targets and policy focus on walking, cycling and public transport. 45% of our social media reach was also to people under 35, meaning approximately 136,000 people under 35 read information about the consultation.

24. The majority of respondents were white (84%). This is in line with the county as a whole (90% white British or other white). Ethnic Groups that were underrepresented are Asian/Asian British (1% of responses vs 4% of county residents) and Black or Black British (0% of responses vs 2% of county residents). 11% of respondents preferred not to say.

25. There were responses from residents in all Districts. The highest proportion of respondents was from Oxford City (39%) and the lowest from West Oxfordshire (13%).

26. Respondents were asked whether their day to day activities are limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months. The majority of respondents (79%) stated that they are not limited, 16% of respondents said they are limited, with 13% stating they are limited a little and 3% limited a lot. The remaining 5% selected prefer not to say.

27. A summary of headline results is provided in the following sections. As all sections in the survey are optional, the number of responses to each section varies.

LTCP survey

28. In total 1020 people responded to the LTCP survey. Overall, there was support for the vision (76% support), key themes (74% support) and targets (67% agree). There was also support for the policies identified, on average there was:
    - 85% support for walking and cycling policies
    - 78% support for healthy place shaping policies
    - 77% support for road safety policies
    - 73% support for public transport policies
    - 83% support for digital connectivity policies
    - 83% support for environment, carbon and air quality policies
    - 58% support for network, parking and congestion management policies
    - 49% support for innovation policies
    - 66% support for data policies
    - 71% support for freight and logistics policies
    - 71% support for regional connectivity and cross-boundary working policies
    - 77% support for local connectivity policies

29. Policies with particularly high levels of support were:
    - Cycle and walking network (88% support)
    - Road safety (88% support)
    - Bus strategy (86% support)

- Digital infrastructure (88% support)
- Green Infrastructure (90% support)

30.   Policies that had relatively lower levels of support were:
- Air travel and connectivity (49% support vs 22% oppose)
- Demand management (51% support vs 33% oppose)
- Road schemes (53% support vs 29% oppose)
- Connected and Autonomous Vehicles (46% support vs 29% oppose)

31.   The only policy that was not supported was Unmanned Aerial Vehicles (31% support vs 36% oppose). Opposition to this policy was for a range of reasons including privacy concerns, questions about feasibility and concerns about the impact on the environment. The policy has been updated to provide more information and clarify that it is about using policy to harness the benefits of UAVs and protect residents from negative impacts of unregulated deployment.

32.   Key issues identified by respondents included:
- Challenge about how the overall LTCP outcomes and targets will be achieved.
- Rural areas not sufficiently considered and provided for by current policies.
- Disabled residents transport needs not considered or provided for by current policies.
- Question / challenge around how both the overall document will be delivered but also how each section will be delivered.
- Question how the document will be monitored, particularly the headline targets.

33.   Disabled residents transport needs was highlighted as a key issue throughout the consultation. As outlined in section 15, we conducted engagement with several disability and equality groups. A summary of key feedback from these groups is provided below:
- Disabled residents transport needs not considered or provided for by current policies and a greater emphasis on inclusivity is required.
- Document does not include images of disabled people.
- Suggestions to recognise the importance of asset management for disabled people.
- Need to improve engagement with disabled and vulnerable people during scheme design.
- Suggestions to support/re-introduce demand responsive transport schemes.
- Support for mobility hubs.

Freight and Logistics Strategy survey

34.   In total 83 people responded to the Freight and Logistics Strategy survey. Overall, there was support for the key principles (85% support). There was also support for the actions identified, on average there was:
- 86% support for appropriate movement actions

- 78% support for efficient movement actions
- 75% support for zero-tailpipe emission, zero-carbon movement actions
- 78% support for reducing local air pollutants actions
- 82% support for safe movement actions
- 86% support for monitoring movement actions
- 86% support for partnership working actions

35. Actions with particularly high levels of support were:
    - Action 8 – consider the establishment of area based weight restrictions (91% support).
    - Action 13 – Seek to influence the location and design of new development so that there is appropriate freight access (91% support).
    - Action 14 – Ask developers of major sites to prepare Construction Logistics Plans (91% support).
    - Action 16 – Promote the shift of freight from road to rail (88% support).
    - Action 41 – Analyse HGV data by axles and weight (89% support).

36. The lowest level of support recorded is for Action 26 – consider future technology requirements (47% support vs 31% oppose). There are no actions with majority opposition.

37. Comments largely focused on the need to keep HGVs on appropriate routes and the need for funding/delivery of the actions. There were also a number of comments questioning how the document will be delivered and the deliverability of the strategy.

Active Travel Strategy survey

38. In total 322 people responded to the Active Travel Strategy survey. Overall, there was support for the vision (83% support) and targets (67% agree). There was also support for the policies and actions identified, on average there was:
    - 76% support for commitment and governance policies/actions
    - 79% support for cycle network policies/actions
    - 81% support for managing car use policies/actions
    - 86% support for cycling culture policies/actions
    - 81% support for urban realm policies/actions
    - 83% support for designing for walking policies/actions

39. Policies / actions with particularly high levels of support were:
    - Policy 33 - OCC will ensure that it provides high quality cycle parking at all its own premises such as libraries (89% support).
    - Policy 37 - OCC will encourage active travel to schools (90% support).
    - Policy 38 - OCC in partnership with district authorities will seek to ensure there are safe places for young children to learn to cycle (91% support).
    - Policy 47 - OCC will design all new and review all cycle routes to be accessible to most types of cycles (89% support).

40. Policies / actions that had relatively lower levels of support were:

- Policy 13 - Where it is impossible to design adequately for both confident and cautious cyclists, a dual choice network should be introduced (62% support vs 30% oppose).
- Policy 14 - It is essential that the needs of confident cyclists are adequately met in support of LCWIP cycling targets (67% support vs 24% oppose).

41. It is noted that whilst the overall majority of respondents support policies 13 and 14 about the 'dual choice network' this support largely came from the general public. The majority of stakeholders, such as local cycling and walking groups, were opposed to the policies.

42. Comments largely focused on the need for safe infrastructure and segregation, the need for cycle parking, opposition to the dual choice network and questions about the deliverability of the strategy.

Innovation Framework survey

43. In total 50 people responded to the Innovation Framework survey. Overall, there was support for the key principles identified:
- 63% support for accessibility & connectivity for all, minimising the need for travel
- 74% support for supporting the zero-carbon economy
- 83% support for supporting local economy
- 76% support for using & gathering data transparently
- 86% support for embedding circular economy practices
- 79% support for integrating flexibility & resilience
- 81% support for supporting healthy, thriving, safe, connected, diverse & inclusive communities
- 88% support for ensuring appropriate solutions/technologies are put in place
- 85% support for ensuring innovation is responsibly undertaken

44. There were a lower number of responses to the Innovation Framework survey and few key areas identified in comments. Comments that were received generally focused on matters to do with delivery of the strategy.

Changes to documents

45. Based on the feedback received in the consultation and developments since publication of the documents, a number of key changes have been made. A summary of the key changes is provided below.

LTCP document
- 'Vision zero' road safety policy added
- Changes to the vision, targets and themes to reflect 'vision zero' and a greater emphasis on inclusivity.

- Additional detail added to outline how policies will be tailored to rural areas and cater for rural transport needs, including greater emphasis on and explanation of new approaches, e.g. mobility hubs.
- References to disability strengthened and further detail provided within existing policies about how they provide for disabled residents transport needs. As recommended by the Transport Policy Development Working Group, a separate document summarising how the LTCP is intended to address the needs of disabled residents will be published following adoption.
- Further detail provided about how the document and its targets and outcomes are proposed to be achieved and monitored.
- Decarbonisation and what is meant by 'net-zero' emissions has been better explained. References to 'zero-carbon' changed to 'net-zero'.
- New policies added on:
  - Integrated planning
  - Public rights of way
  - Travel to schools and work
  - Long distance, local and last-mile movement (to reflect updated Freight and Logistics Strategy).
- Policy wording strengthened throughout the document.
- Embodied carbon policy strengthened, and commitments made to follow the embodied carbon reduction hierarchy in our decisions about transport infrastructure.
- Innovation policies amended to enhance the focus on future proofing, better explain why the policies are needed and new policies added to address the publics privacy and safety concerns.
- Low Traffic Neighbourhood policy renamed and amended to focus on the outcome of delivering safe streets.
- Removal of air travel policy.
- LTP4 review and lessons learned summary added.

Freight and Logistics Strategy
- Document restructured around 'long distance', 'local' and 'last-mile' to recognise that different modes and solutions are required for each.
- Action 6, the proposed process for deciding environmental weight restrictions, has been removed following the decision to end the Burford weight restriction and explore a countywide area-based solution.
- Action 8 has been amended to reflect that countywide area restrictions will be explored in the short term and the next steps.
- Commitment made to provide future funding and resource for the evidence gathering, development and delivery of the area weight restriction programme.
- Revisions made to the appropriate HGV route map.
- Further detail provided about how the strategy will be delivered.

Active Travel Strategy
- Simplified name of the strategy.
- Simplified document structure.
- Increased focus on walking, inclusivity and rural areas.
- Policies moved to the LTCP or turned into actions.
- Repeated sections from the LTCP deleted.

- Expand reach beyond Active Travel Hub's policy remit (to include comms, activation, asset management, etc).
- Dual-choice network label removed.
- Some narrative and detail moved to Local Cycling & Walking Infrastructure Plan (LCWIP) guidance or new walking and cycling design standards.
- Action plan included.
- Actions more specific and measurable.
- Added links to external resources.

Innovation Framework
- No key changes.

Integrated Sustainability Appraisal

46. In support of the LTCP we commissioned the specialist consultants AECOM to conduct an Integrated Sustainability Appraisal (ISA). The ISA was conducted to ensure that the LTCP protects the environment, human health and allows equal access for all residents.

47. The ISA achieved this by subjecting the LTCP to a series of assessments. These assessments include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA). The full ISA report was included alongside the LTCP for consultation.

48. We received some comments on the ISA, these were primarily in relation to equality and disability. Our consultants AECOM have made revisions to the ISA report and will issue us with an adoption statement to go alongside the adopted LTCP.

LTCP 'Part 2'

49. Following adoption of the LTCP, work will commence on developing the 'Part 2' LTCP, which includes the remaining supporting strategies. These will include the area and corridor transport strategies, bus strategy, rail strategy, and digital strategy. The government are currently developing updated Local Transport Plan guidance which is due to be published in Autumn 2022. The 'Part 2' supporting strategies will need to be developed in line with this guidance.

50. The Active Travel Strategy will also be supported by updated walking and cycling design guidance and more Local Cycling and Walking Infrastructure Plans (LCWIPs). The Oxford and Bicester LCWIPs which were part of the Part 1 consultation are being reviewed and updated, for adoption alongside the Area Strategies.

LTCP Part 1 (2021/22)	LTCP Part 2 (2022/23)
Bus service improvement plan	Area strategies
Freight and Logistics strategy	Corridor strategies
Active Travel strategy	Bus strategy

Innovation Framework	Local Cycling and Walking Infrastructure Plans
	Walking and cycling design guidance
	Rail strategy
	Digital Strategy

51. Information about the area and corridor strategies for development was included in the LTCP where 73% of respondents supported the proposals. The strategies will outline how the LTCP vision and outcomes are delivered across the county.

52. Each area strategy will cover district-wide matters such as the Strategic Active Travel Network, rural connectivity (with case studies) and freight. They will also include corridor strategies and urban focus areas. The proposed strategies for development are:

- Central Oxfordshire Travel Strategy – including Oxford, Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley
- Cherwell Area Strategy – including urban focus areas of Banbury, Bicester and Heyford and surrounding villages.
- South Oxfordshire and Vale of White Horse Area Strategy – including urban focus areas of Henley, Wallingford, Didcot, Wantage, Abingdon, Thame and Faringdon.
- West Oxfordshire Area Strategy – including urban focus areas of Chipping Norton, Woodstock and surrounding parishes, Carterton and Witney.

53. Work is currently ongoing to develop the strategies. This work is being led by a separate project team made up of officers from across the Environment and Place directorate. The project team are targeting finalisation of the transport strategy for central Oxfordshire in Q3 of 2022/23 and the other strategies during Q1 of 2023/2024. Work to develop detailed programmes for the other supporting strategies is ongoing.

54. The supporting strategies and area transport strategies will reflect the LTCP priorities and provide an indication of how LTCP policies might be applied in different geographic areas. They will create more detailed plans to guide future scheme development, funding bids, responses to planning applications, developer negotiations and joint working with the district and city councils on local plan reviews and the Oxfordshire Plan 2050.

55. Some schemes will then be assessed via the Oxfordshire Infrastructure Strategy framework. This will ensure proposals are meeting broader council policy and help with prioritisation. They will then progress through the development pipeline as suitable funding arises and be included in relevant strategies such as local plans and their associated infrastructure delivery plan. This process is summarised on the diagram below.
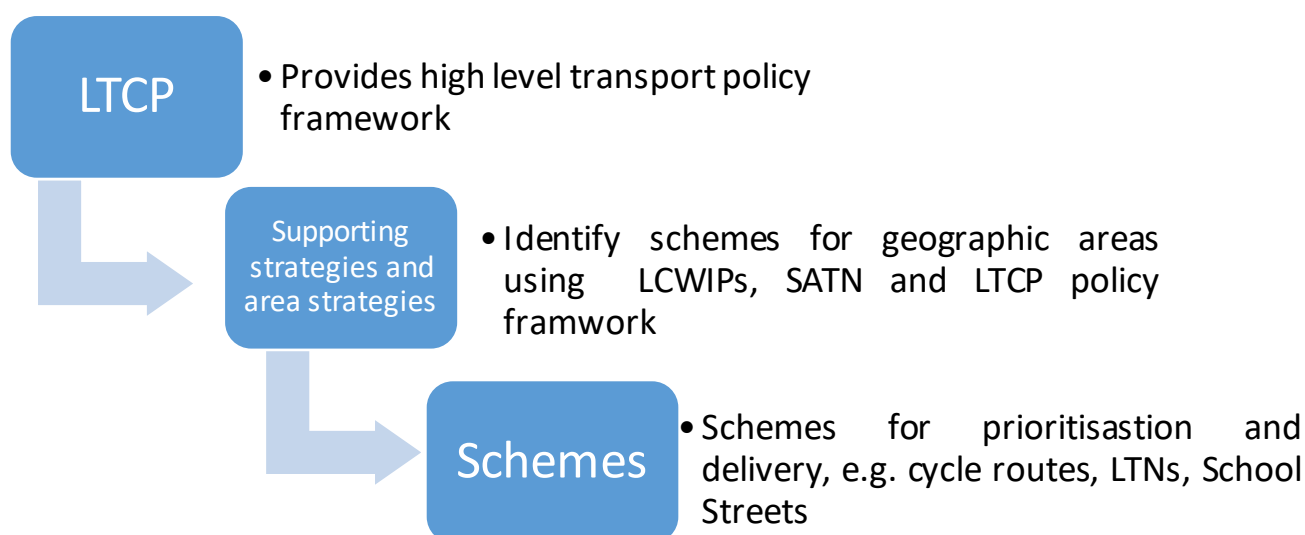
Corporate Policies and Priorities

56.   The County Council's strategic plan, 2022-25, sets out a vision to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county. The LTCP will help to deliver all aspects of this vision.

57.   The LTCP builds on the 9 strategic priorities of the county council and will be key to delivering the following four:
   - Put action to address the climate emergency at the heart of our work
   - Tackle inequalities in Oxfordshire
   - Prioritise the health and wellbeing of residents
   - Invest in an inclusive, integrated and sustainable transport network.

58.   The LTCP will help to make Oxfordshire greener, fairer and healthier due the relationship between transport, quality of life, health and the environment. The LTCP directly seeks to reduce carbon emissions and aims for a net-zero transport system by 2040. It also has a strong focus on healthy place shaping and encouraging active lives. This will help to improve health and wellbeing by providing safer walking and cycling routes to school and improving air quality.

59.   The LTCP will also help to tackle inequalities and improve health and wellbeing because transport can play a significant role in enabling older and disabled people to live independently. The LTCP seeks to improve connectivity for all residents and there are policies that will specifically help to achieve this.

60.   The LTCP aims to reduce private car use and encourage modal shift to walking, cycling, public and shared transport. This will be central to addressing the climate emergency and improving health and wellbeing.

Financial Implications

61. The LTCP is the councils transport policy framework and so does not have any direct implications for transport infrastructure investment.

62. The LTCP and supporting strategies have been produced by staff from across the Environment and Place directorate, and hence covered by the staffing budget in this area. In addition, revenue costs of £33,715 were required for production of the ISA, £1,896 to produce the graphically designed documents for public consultation and £2,000 to support the communications plan. These were all funded from existing team budget.

63. The further work to produce the 'Part 2' supporting area and corridor strategies will be led by the project team. Backfilling for these roles was covered by existing staffing budget. Some additional resource will also be required with funding for this to be confirmed.

64. It is anticipated that the other 'Part 2' supporting strategies will not require additional resource. They will be produced by Environment and Place staff and hence covered by the staffing budget in this area.

    Comments checked by:

    Rob Finlayson, Finance Business Partner (Environment & Place), rob.finlayson@oxfordshire.gov.uk (Finance)

Legal Implications

65. The LTCP will be the county's statutory Local Transport Plan. The requirement for local transport authorities to produce a Local Transport Plan is set out in the Transport Act 2000, as amended by the Local Transport Act 2008. Under the 2008 amendment, Local Authorities may replace their plans as they see fit. Once adopted by the County Council, the LTCP will replace the current Local Transport Plan (LTP4), adopted in 2016.

66. The Local Transport Act also requires local transport authorities to undertake a certain level of consultation when developing policies and plans. It is considered that this has been met by the Vision Document consultation conducted in February-March 2021 and the LTCP consultation conducted in January-March 2022.

    Comments checked by:

    Jennifer Crouch, Principal Solicitor (Environment Team), Jennifer.Crouch@Oxfordshire.gov.uk (Legal)

Staff Implications

67. Development of the LTCP and supporting strategies has been undertaken by officer resource in the Infrastructure Strategy and Policy Team, with input from officers across the Environment and Place directorate. An OCC Officer Task and Finish Group was set up to achieve this. Officers in the group contributed significantly to identifying policies and drafting relevant parts of the document.

68. Once adopted, delivery of the LTCP will be undertaken by officers from across the Environment and Place directorate, as well as external stakeholders such as the district councils. Officers from the Infrastructure Strategy and Policy Team will oversee coordination of this process. Delivery of the LTCP is not expected to require any significant additional officer resources but will require some changes to existing working practices and decision making processes.

69. As noted, development of the 'Part 2' supporting strategies will be undertaken by officers within the Environment and Place directorate. An area strategy project team has been established to lead on development of the area and corridor transport strategies. The need for additional resource to backfill officer roles was factored into our Budget Strategy proposals for 2022/23.

Equality & Inclusion Implications

70. We have undertaken engagement and consultation exercises during development of the LTCP to help shape its content and understand the needs of different residents. As outlined previously, this has included targeted social media adverts and engagement with both Oxfordshire Transport and Access Group and Unlimited Oxfordshire.

71. To ensure that we have assessed equalities implications in a fair and thorough manner an Equalities Impact Assessment was conducted as part of the Integrated Sustainability Appraisal (ISA). This has ensured that any equality matters have been identified and acted upon during development of the LTCP.

72. We also produced an Equalities and Climate Impact Assessment (ECIA) for the draft LTCP in October 2021. The ECIA has identified that the LTCP could have positive impacts on older residents, disabled residents, rural areas and areas of deprivation.

Sustainability Implications

73. The LTCP will be central delivering the County Council's Climate Action Framework. Transport produces the majority of emissions in the county. The LTCP recognises this and sets out the target for a net-zero transport network by 2040. The LTCP outlines the policies which will help to achieve this, focusing on reducing the need to travel, reducing journeys by car and the promotion of walking, cycling, public and shared transport.

74. The LTCP also recognises the need to improve biodiversity and protect the natural environment. Again, the policies in the LTCP will help contribute to this by seeking to reduce private car use. There are also several policies that have direct benefits in this area such as Green Infrastructure.

75. The ISA included a Strategic Environmental Assessment to ensure the environmental impacts of policies have been considered and assessed in a systematic way.

Risk Management

76. A comprehensive risk register has been kept as part of the LTCP project. Key risks associated with the LTCP moving forward have been summarised below.

77. *Risk*: The LTCP and policies are not implemented

   Mitigation: The LTCP policies have been developed with input from the relevant council teams, partners and stakeholders. We will continue to work with these partners and stakeholders via existing mechanisms such as the LTCP Task and Finish Group and LTCP Steering Group to ensure the LTCP is implemented, and the changes required are understood. Similarly, there will be ongoing work to ensure alignment with related policy documents such as the Oxfordshire Plan 2050.

78. *Risk*: The LTCP supporting strategies and/or area strategies will not be delivered to time/budget

   Mitigation: A dedicated project team has been established to oversee development of the area transport strategies. The Infrastructure Policy and Strategy Team will oversee project management of the other supporting strategies. The supporting strategies are currently meeting timescales set out in the project plan.

Consultations

Public consultation

79. There have been 3 rounds of public engagement on the LTCP. An engagement exercise was undertaken in Spring 2020, with the public and stakeholders asked to comment on a series of topic papers focused on different transport and connectivity topics.

80. Following this, public consultation was conducted on the vision document in February-March 2021. This included seeking feedback on the draft vision, key themes and proposed policies. Feedback from this consultation has been used to refine the vision, key themes and policies in the LTCP.

81. The subsequent public consultation on the draft LTCP and supporting strategies between January – March 2022 has directly informed this report.

County councillor engagement

82. During development of the LTCP, engagement with County Councillors was primarily through the cross-party Transport Cabinet Advisory Group (CAG) and Locality Meetings. Transport CAG provided a political steer to development of the LTCP work, including the engagement exercise in Spring 2020, development of the draft vision and refinement of the LTCP document.

83. Engagement activities conducted during the LTCP consultation are outlined in paragraph 15 of this report. It will be particularly important that we continue to engage with county councillors as the area strategies are developed.

84. The Transport Policy Development Working Group also conducted an inquiry on a range of key topics related to transport policy. The Working Group focused on five themes related to the LTCP during its inquiry:
    - Active travel
    - Travel needs of disabled residents
    - Public transport
    - Freight and logistics
    - Highways expansion

85. It considered these themes by holding 4 evidence sessions where reports and oral evidence were received from a range of stakeholders. Following these evidence sessions, the Working Group agreed 29 conclusions and made 28 recommendations in respect of transport policy development in Oxfordshire.

86. The report (annex 8) was considered and adopted by the Place Overview and Scrutiny Committee on 15 June and referred to Cabinet for consideration on 21 June. The recommendations were reviewed prior to submission of this report to ensure that any changes required to the LTCP or supporting strategies could be made prior to their adoption.

87. Overall, it is considered that the LTCP aligns strongly with the findings and recommendations from the Working Group. Many of the recommendations made by the Working Group are incorporated into the LTCP policy approach and are steps to deliver the LTCP policies following their adoption. However, it should be noted that delivery of the recommendations will have budget and resource implications. Work will be needed to consider what resource is available and the available budget, which may mean other work needs to be deprioritised. The recommendations will also be used to inform future work on transport policy. A full response to the Working Groups recommendations can be found in annex 9.

Stakeholder engagement

88. The LTCP Steering Group has been engaged with throughout the development of the LTCP. The Steering Group includes representatives from transport operators, transport user groups, the Local Enterprise Partnership, and the key employers of Oxford University and Oxford Brookes.

89.   The engagement activities conducted as part of the LTCP consultation are outlined in paragraph 13 of this report.

Bill Cotton, Corporate Director for Environment and Place

Annex:	**Annex 1**: LTCP consultation report
	Annex 2: LTCP document
	Annex 3: Freight and Logistics Strategy
	Annex 4: Innovation Framework
	Annex 5: Active Travel Strategy
	Annex 6: Equalities and Climate Impact Assessment
	Annex 7: Climate Impact Assessment
	Annex 8: Report of the Transport Policy Development Working Group
	Annex 9: Cabinet response to report of the Transport Policy Development Working Group

Background papers: Nil

Contact Officer: John Disley, Infrastructure Strategy & Policy Manager, 07767 006742

July 2022

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Overview & Scrutiny Recommendation Response Proforma

Under section 9FE of the Local Government Act 2000, Overview and Scrutiny Committees must require the Cabinet or local authority to respond to a report or recommendations made thereto by an Overview and Scrutiny Committee. Such a response must be provided within two months from the date on which it is requested and, if the report or recommendations in questions were published, the response also must be so.

This proforma provides a structure which respondents are encouraged to use. However, respondents are welcome to depart from the suggested structure provided the same information is included in a response. The usual way to publish a response is to include it in the agenda of a meeting of the body to which the report or recommendations were addressed.

Issue: Response to the Recommendations of the Carbon Reduction Targets Working Group

Lead Cabinet Member(s): Councillor Sudbury

Date recommendation/report published: 19th July 2022

Response to report:

Please see below responses to the recommendations made in the report of the Carbon Reduction Targets Working Group.

Response to recommendations:

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
1. The council continue to work to understand and quantify its emissions, particularly supply chain emissions.	Accepted	The council is working to continually improve both the accuracy and scope of its internal carbon emissions reporting. Historically, the council has not committed to reducing its supply chain (scope 3) emissions and our current reporting of such emissions is therefore very limited. More recently, the council has made progress on addressing its scope 3 emissions, including by:

Overview & Scrutiny Recommendation Response Proforma

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
		• Committing, through the Strategic Plan 2022-25, to set science-based emission reduction targets for our major suppliers. • Undertaking a high-level expenditure-based assessment of the emission hotspots in our supply chain to focus our decarbonisation efforts. • Securing resources to appoint a new role focussed on supply chain decarbonisation. Looking ahead, we expect to make further progress to address our supply chain emissions: • We are committed to expanding our greenhouse gas reporting data to include data taken from our major suppliers. • A supplier engagement exercise will commence in 2022, with the aim to report a wider range of supply chain emissions in greenhouse gas reports the following year.
2. The council continue to provide leadership through its focus on reducing its own carbon emissions, develop a route map to a zero-carbon Oxfordshire and engage other organisations and the public in respect of why they should, and how they can, reduce their emissions, including by sharing the learning generated by the council's decarbonisation initiatives.	Accepted	In addition to its internal carbon reduction workstreams, the council also works on programmes and partnerships aimed at achieving net zero emissions across Oxfordshire. This work includes: • Our Local Transport and Connectivity Plan, • Workstreams to enable electric vehicle charging. • Supporting the retrofit of homes in Oxfordshire. • The council is supporting the Community Action Group partnership, which enables communities to

Overview & Scrutiny Recommendation Response Proforma

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
		undertake their own projects on environmental issues. • As part of the Future Oxfordshire Partnership, we are a leading member of the Environmental Advisory Group, involved in the creation of a joint route map to net-zero emissions which uses the findings of the Pathways to Zero Carbon Oxfordshire report. This piece of work is due to complete in Q3 2022. • We are leading on the development of a new website and a range of communications activity is being developed in partnership with all of Oxfordshire's councils to provide residents with information to support climate action.
3. The council continue to educate staff and service providers on the importance of carbon and emissions accountability and seek improvements and feedback to improve, accelerate and engage staff wherever possible.	Accepted	To improve education and outreach on the importance of carbon emissions and increasing accountability the council has: • Rolled out a mandatory e-learning module on Climate Action to all its staff. Since rollout last year, 4247 officers have been trained on the module, representing 62 per cent of all council staff. • The council also provides more in-depth training to interested teams of staff through the nationally recognised Carbon Literacy Project, which adopts a peer-to-peer approach to learning. Following this approach, we have trained 5 existing staff as trainers to deliver this programme and approximately 105 staff have received training.

Overview & Scrutiny Recommendation Response Proforma

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
		• In the 2022 Service and Resource Planning budget, additional resource was agreed to support supply chain emissions reduction and community outreach on climate. Recruitment will take place in Q3.
4. The council closely monitor the financial saving generated by initiatives which reduce energy use and carbon emissions; and such financial savings be reinvested in further such initiatives.	Partially accepted.	The council has an internal carbon management delivery group which plans and tracks the delivery of carbon savings associated with the council's own estate. The group will also commit to explore how they can also track and report financial savings. The Leader has stated that to tackle the climate emergency, investment will be required which is over and above the direct savings realised from energy savings. It should therefore be noted that there will not always be the opportunity to achieve financial savings on all aspects of the climate action programme. In addition, the financial savings achieved from measures that reduce energy use may be obscured by overall increases in energy costs and should instead be recognised as avoided increases in costs. Where opportunities exist for new work programmes that deliver financial savings, SLT will be asked to consider ringfencing of these savings on a case-by-case basis. New energy efficiency projects will be monitored on an ongoing basis to verify that the project is delivering projected energy and emission savings. Our in-house

Overview & Scrutiny Recommendation Response Proforma

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
		energy monitoring and targeting mechanism has been developed to capture both energy and cost savings.
5. The council report publicly on its carbon emissions and progress against its carbon targets at least quarterly so that the public can hold decision-makers to account	Partially accepted	The data underpinning our greenhouse gas reporting is drawn from a variety of sources. Due to the lag in receiving some of the data, we propose to increase the reporting frequency to every 6 months while we continue to improve the availability of data and assess the value of reporting more frequently.
6. The carbon emissions of maintained schools and the council's supply chain be included in the dashboard once reliable data are available.	Partially accepted	A dashboard is being developed to monitor the energy usage (gas, electricity, oil) of maintained schools as well as fuel used by the grey fleet. Data on energy generated through installed PV generation at maintained schools will also be included on the dashboard. We are evaluating the potential to increase the use of automatic meter readers (AMR) at maintained school that would enable more accurate energy-use data to be included on the dashboard. As Recommendation 1, we will increase the range of supplier emissions included in our annual Greenhouse Gas report. It is unlikely to represent value for money to obtain the data to report more regularly at this stage. However, we will include consider regular availability of data in future contracts.
7. The council continue to drive reductions in the carbon emissions of maintained schools and academies in Oxfordshire.	Accepted	• The Action on Carbon and Energy in Schools (ACES) Programme launched in August 2022 and provides a range of support to both OCC

Overview & Scrutiny Recommendation Response Proforma

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
		maintained schools and academies to implement measures to reduce their carbon emissions and energy use. The programme will also enable the council to identify additional support requirements for schools whilst also optimising other ongoing OCC initiatives to enable schools to implement carbon saving measures. • OCC will later this year (September – October) be undertaking condition surveys for 105 maintained schools, as well as 50 detailed energy surveys to more accurately identify school's investment needs. This will support the Schools Structural Maintenance Programme as well as when applying for additional grant funding for energy efficiency and heat decarbonisation measures through the Public Sector Decarbonisation Fund. • Through successfully bidding for grant funding from the government's Public Sector Decarbonisation Scheme (PSDS), the council has secured around £930,000 for 9 OCC maintained schools to implement heat decarbonisation measures. Schools on the councils Schools Structural Maintenance Programme (SSMP) have been prioritised for this funding to ensure that fossil-fuel based boilers are replaced with low-carbon alternatives such as heat pumps. The council expects to bid for additional funding for OCC schools in future PSDS rounds. • The development of a low-cost loan for OCC maintained schools to implement energy efficiency

Overview & Scrutiny Recommendation Response Proforma

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
		measures is ongoing, with funding being requested through the Budget Priority Reserve.

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Division(s):   N/A

CABINET – 18 October 2022

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

CABINET MEETINGS

15 NOVEMBER 2022

KEY DECISIONS

Topic/Decision	Portfolio/Ref
▪ **A40 Access to Witney - Compulsory Purchase Order and Side Road Orders** To seek approval of the Statement of Reasons and Orders Plans and approval to make the Compulsory Purchase and Side Road Orders.	Cabinet, 2022/012 - Cabinet Member for Travel & Development Strategy
▪ **Climate and Natural Environment Policy Statement** Agree a new Climate and Natural Environment Policy Statement.	Cabinet, 2022/028 - Cabinet Member for Climate Change Delivery & Environment
▪ **Property Strategy** Approval for Property Strategy.	Cabinet, 2022/090 - Cabinet Member for Finance

NON-KEY DECISIONS

▪ **Business Management & Monitoring Report - August/September 2022** To note and seek agreement of the report.	Cabinet, 2022/081 - Cabinet Member for Finance
▪ **Treasury Management Mid Term Review 2022/23** To provide a mid-term review of Treasury Management Activity in 2022/23 in accordance with the CIPFA code of practice.	Cabinet, 2022/088 - Cabinet Member for Finance

29 NOVEMBER 2022

KEY DECISIONS

▪ **Central Oxfordshire Travel Plan** To seek approval of the content of the Central Oxfordshire Travel Plan.	Cabinet, 2022/158 - Cabinet Member for Travel & Development Strategy
▪ **Core Schemes - Traffic Filters ETRO Approach** Seek Approval for the implementation Traffic Filters ETRO.	Cabinet, 2022/139 - Cabinet Member for Climate Change Delivery & Environment, Cabinet Member for Highway Management, Cabinet Member for Travel & Development Strategy

CABINET MEMBER MEETINGS

CABINET MEMBER: HIGHWAY MANAGEMENT - CLLR ANDREW GANT

17 NOVEMBER 2022

KEY DECISIONS

Cabinet Member for Highway Management, 17 November 2022

▪ **Abingdon - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/145 - Cabinet Member for Highway Management
▪ **Oxford- A40 junction with Blandford Avenue and Davenant Road – proposed access restrictions and traffic calming measures** A decision is sought on a proposed proposed access restrictions and traffic calming measures.	Cabinet Member for Highway Management, 2022/037 - Cabinet Member

	for Highway Management

NON-KEY DECISIONS

▪ **Ambrosden - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/150 - Cabinet Member for Highway Management
▪ **Banbury: land west of A423 Southam Road – proposed 20mph speed limit** A decision is sought on a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/084 - Cabinet Member for Highway Management
▪ **Benson - A4074 and Oxford Road - proposed 40mph and 30mph speed limits** To seek approval for proposed 40mph and 30mph speed limits.	Cabinet Member for Highway Management, 2022/126 - Cabinet Member for Highway Management
▪ **Bladon - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/151 - Cabinet Member for Highway Management
▪ **Brize Norton - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/153 - Cabinet Member for Highway Management
▪ **Clanfield - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/152 - Cabinet Member for Highway Management
▪ **East Hagbourne - Main road proposed waiting restrictions and additional / amended traffic calming**	Cabinet Member for Highway

A decision is sought on proposed waiting restrictions and traffic calming measures.	Management, 2022/108 - Cabinet Member for Highway Management
▪ **Horton-cum-Studley - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/146 - Cabinet Member for Highway Management
▪ **Idbury - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/147 - Cabinet Member for Highway Management
▪ **Kingston Bagpuize - A415 Abingdon Road - proposed zebra crossing** To seek approval for a proposed zebra crossing.	Cabinet Member for Highway Management, 2022/123 - Cabinet Member for Highway Management
▪ **Merton - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/148 - Cabinet Member for Highway Management
▪ **Piddington - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/149 - Cabinet Member for Highway Management
▪ **Sonning Common - proposed 20mph speed limit** To seek approval of a proposed 20mph speed limit.	Cabinet Member for Highway Management, 2022/154 - Cabinet Member for Highway Management
▪ **Sunningwell and Bayworth - proposed 20mph speed limit**	Cabinet Member for Highway

To seek approval of a proposed 20mph speed limit.	Management, 2022/155 - Cabinet Member for Highway Management
▪ **Thame: Central area proposed parking measures** To seek approval of proposed parking measures.	Cabinet Member for Highway Management, 2022/143 - Cabinet Member for Highway Management
▪ **Wallingford - Reading Road - proposed bus stop clearway** Seek approval for proposed bus stop clearways.	Cabinet Member for Highway Management, 2022/125 - Cabinet Member for Highway Management
▪ **Witney: The Leys proposed traffic calming measures** To seek approval of proposed traffic calming measures.	Cabinet Member for Highway Management, 2022/144 - Cabinet Member for Highway Management

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Work Programme
Place Overview and Scrutiny Committee

Cllr Kieron Mallon, Chair | Tom Hudson, Principal Overview & Scrutiny Officer, tom.hudson@oxfordshire.uk

Topic	Relevant strategic priorities	Purpose	Type	Lead witnesses
16 November 2022				
1. **Local Transport and Connectivity Plan:** a. Committee receives the Cabinet responses to the following reports: Local Transport and Connectivity Plan Scrutiny; b. **Central Oxfordshire Travel Plan and Traffic Filter ETRO**	Transport, the Climate Emergency, Health and Wellbeing	Cabinet responses to the following report: a. Local Transport and Connectivity Plan Scrutiny; b. Committee reviews the council's proposed travel strategy and traffic filters for central Oxfordshire, including consultation findings, and makes	Overview and scrutiny	Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy Councillor Andrew Gant, Cabinet Member for Highway Management Councillor Glynis Phillips, Cabinet Member for Corporate Services Bill Cotton, Corporate Director – Environment and Place Susannah Wintersgill, Director – Communications, Strategy and Insight External Representatives of relevant community groups, local businesses, academic expert and Citizen's Jury.

		recommendations as appropriate.		
2. Transport Policy Implementation	Transport and the Climate Emergency	Cabinet responses to Transport Policy Development Working Group To review the implementation and outcomes of LTP 4, lessons learnt, and policy links with LTCP.	Overview & Scrutiny	Cllr Duncan Enright, Cabinet Member for Travel and Development Strategy Cllr Andrew Gant, Cabinet Member for Highway Management Cllr Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment John Disley, Head of Transport Policy
Cabinet responses	Local democracy	Committee receives the Cabinet responses to the following reports: Local Transport and Connectivity Plan Scrutiny; Transport Policy Development Working Group; Carbon Reduction Targets Working Group; and Parking Standards for New Developments.	Scrutiny	Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy Councillor Andrew Gant, Cabinet Member for Highway Management Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment
25 January 2023				
Future of retail and the high street	Local Businesses and Partners and Health and Wellbeing	Committee evaluates challenges and policy response and makes recommendations as appropriate.	Overview and scrutiny	Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy Councillor Andrew Gant, Cabinet Member for Highway Management

				Councillor Jenny Hannaby, Cabinet Member for Community Services and Safety Bill Cotton, Corporate Director – Environment and Place External: Member and officer representatives of city and district councils Representatives of OxLEP and Oxfordshire Town Chambers Network and retail, hospitality and service industries
Environment Act 2021 implementation ()	The Climate Emergency and Nature and Green Spaces	Committee briefed on the implications of the Environment Act for the council and how its new duties and powers are to be delivered and makes recommendations as appropriate.	Overview ad scrutiny	Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy Councillor Andrew Gant, Cabinet Member for Highway Management Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment Bill Cotton, Corporate Director – Environment and Place
Water Resources South East Regional Plan ()	The Climate Emergency, Nature and Green Spaces,	Committee to review draft regional plan and associated evidence and make recommendations as appropriate	Scrutiny	Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment

				Bill Cotton, Corporate Director – Environment and Place Environment Agency Thames Water
26 April 2023				
Annual Crime and Disorder Meeting		Committee reviews Oxfordshire Community Safety Agreement 22/23 and progress against it and the draft agreement for 23/24 and makes recommendations as appropriate.	Overview and Scrutiny	Councillor Jenny Hannaby, Cabinet Member for Community Services and Safety Rob MacDougall, Chief Fire Officer <u>Representatives of responsible authorities:</u> Chief Superintendent Katie Barrow-Grint, Thames Valley Police Community safety partnership chairs Representatives of the National Probation Service, Thames Valley Community Rehabilitation Company and Oxfordshire Clinical Commissioning Group.
Vision Zero	Transport, Health and Wellbeing and the Climate Emergency	Committee reviews the council's plans for the implementation of Vision Zero to ensure safer Oxfordshire roads, including its work with partners.	Scrutiny	Councillor Andrew Gant, Cabinet Member for Highway Management Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy

				Bill Cotton, Corporate Director – Environment and Place External: Police and Crime Commissioner for Thames Valley Chief Constable, Thames Valley Police
Meeting 1 of 2023/24				
Household Waste and Recycling Centre Strategy	The Climate Emergency	Committee reviews proposed strategy and makes recommendations as appropriate.	Overview and scrutiny	Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment Bill Cotton, Corporate Director – Environment and Place External: Representatives of waste collection authorities
Oxfordshire Energy Strategy ()	The Climate Emergency, Local Businesses and Partners	Committee reviews Strategy and its implementation and makes recommendations as appropriate	Overview and Scrutiny	OxLEP Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment Bill Cotton, Corporate Director – Environment and Place

Oxfordshire County Council

Sub-groups				
Name	**Relevant strategic priorities**	**Description**	**Outcomes**	**Members**
Carbon Reduction Working Group	The Climate Emergency	To review decarbonisation in Oxfordshire, with terms of reference including funding and prioritisation, schools, a route-map to a zero-carbon county, the council's leadership and engagement with external parties, waste management, and other matters within the Committee's work programme or remit	Working Group makes reports and recommendations in relation to its terms of reference.	Cllr Charlie Hicks Cllr Sally Povolotsky Cllr Kieron Mallon Cllr Ted Fenton Cllr Judy Roberts

Briefings				
Date	**Topic**	**Relevant strategic priorities**	**Description**	**Presenters**
28 October 2022	Freight and Logistics: regulation and safety	Transport	A briefing from freight and logistics trade associations on regulation and the management of safety in the freight and logistics industry.	Road Haulage Association Logistics UK
3 November 2022	Oxfordshire 2050	Transport and the Climate Emergency	To consider the implications of the discontinuation of Oxfordshire 2050 for the delivery of the council's place-based policies and strategic priorities.	Cllr Duncan Enright, Cabinet Member for Travel and Development Strategy Cllr Andrew Gant, Cabinet Member for Highway Management

				Cllr Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment Bill Cotton, Corporate Director – Environment and Place
March 2023	Policing in Oxfordshire	As council's Crime and Disorder Committee	A briefing on policing and crime in the Thames Valley Area from a strategic perspective ahead of the Committee's consideration of the Oxfordshire Community Safety Agreement	Chief Constable, Thames Valley Police Matthew Barber, Police and Crime Commissioner for Thames Valley

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