Annex 2

Oxfordshire County Council's response to the Citizens' Jury recommendations

Oxfordshire County Council officers have reviewed the recommendations made by the Citizens' Jury in the context of the Local Transport and Connectivity Plan (LTCP), LTCP supporting strategies, Bus Service Improvement Plan and Enhanced Partnership and other existing or planned transport work.

The table below provides a county council response to the recommendations utilising the following scoring system:
1. Work ongoing or planned – Oxfordshire County Council are already conducting the work proposed by the recommendation or have plans to conduct the work recommended.
2. Under consideration – Oxfordshire County Council are actively considering the work proposed by the recommendation.
3. Possible to consider – The work proposed by the recommendation is deemed feasible but is not currently being actively considered by the county council.
4. Not currently feasible – The work proposed by the recommendation is not feasible for the county council to conduct at this time.

The response table also identifies the lead organisation and the role of Oxfordshire County Council (OCC). This has been included to clarify where the county council could directly lead the work proposed by the recommendations and where partner organisations would be required to lead the work, with support from the county council.

Overall, it is considered that the Citizens' Jury recommendations align well with ongoing or planned county council work. Work is ongoing or planned on 18 of the priority recommendations and a further 7 are under consideration. Therefore, over half of the priority recommendations (25 out of 41) are currently being progressed or considered by the county council, highlighting the high degree of alignment. A further 5 recommendations are possible for future consideration.

11 of the priority recommendations made by the Citizens' Jury are not currently feasible to progress. This is primarily due to budget availability or being outside of the sphere of influence of the local authority.

Recommendation	Response	Lead organisation	OCC role	Commentary
Public transport				
Bus services				
1. Improve the reliability of bus services, which may include installing more bus priority features, bus lanes or bus gates where appropriate. This shouldn't be at the expense of pavements or cycle lanes.	1 - Work ongoing or planned	OCC / bus operators	Lead	• Ongoing traffic filter work to improve reliability in Oxford, and bus lane in Banbury • Ongoing work through Bus Service Improvement Plan (BSIP) and Enhanced partnership • Further consideration via area travel plans
2. Make public transport disability-friendly (for visible and invisible disabilities).	1 - Work ongoing or planned	Bus operators	Support	• Ongoing via business as usual contracting work • Under consideration via enhanced partnership and transport hub work
3. Ensure subsidies for public transport, with national government support on routes where demand is low.	4 – Not currently feasible	N/A	N/A	• OCC have limited subsidy budget and cannot influence national government funding
Bus ticketing and fares				
4. Instate free bus travel for as many groups as possible, with a cost benefit analysis of where the resources are coming from. Prioritise groups that are most cost-effective, paying attention to the negative impact (ie prices rises) for other service users. Target groups, in no particular order: under 16s; 16-18 year olds; those with disabilities (visible and invisible) without time restrictions; those aged 55+ (pensioners); key workers (with a subsidy from national government); extend to other age groups as far as possible.	4 – Not currently feasible	N/A	N/A	• Discounted youth fares (16-18) are being progressed via BSIP funding • However, OCC have limited budget and would not be able to achieve without substantial government support
5. Remove time restrictions on concessionary bus passes, following a cost benefit analysis of the cost implications.	3 – Possible to consider	OCC / bus operators	Lead	• Possible to consider through enhanced partnership work.

6. Allow one ticket to be accepted by all bus service providers.	1 – Work ongoing or planned	Bus operators	Support	• Oxford SmartZone in operation • Ticketing work via enhanced partnership and BSIP
7. Introduce a universal travel card or travel loyalty scheme.	1 – Work ongoing or planned	Bus operators	Support	• As above
8. Carry out a cost-benefit analysis of completely free transport.	4 – Not currently feasible	N/A	N/A	• Not currently feasible to deliver free transport
Park and ride				
9. Provide secure bike parking at the Park and Ride (last mile bikes).	3 – Possible to consider	OCC / Oxford City Council	Lead	• Cycle parking already provided, possible to consider upgrades via Park and Ride steering group or other work
Pick me up				
10. Reactivate the Pick Me Up service.	4 – Not currently feasible	N/A	N/A	• No available funding • Not equitable to prioritise funding bus services in areas already well served (40% of Pick Me Up users previously used other buses)
11. Ensure the Pick Me Up service is subsidised and well-resourced (not expecting to make a profit).	4 – Not currently feasible	N/A	N/A	• As above
School transport				
12. Promote a school bus system to pick up students.	4 – Not currently feasible	N/A	N/A	• Existing supported transport system in place for eligible students • No funding to create a broader system.
Active travel				
Children and schools				
13. Ensure bicycles are provided for disadvantaged students (i.e. those receiving Pupil Premium) when providing cycle training at school (including bike repair and quality locks).	4 – Not currently feasible	N/A	N/A	• Not currently feasible to provide bikes to all disadvantaged students. However, alternatives such as bike libraries are being considered.

14. Make cycle training ("bikeability") part of the school curriculum (in PE lessons), ensuring that road use and safety is the main focus point, not only learning to ride a bike.	4 – Not currently feasible	N/A	N/A	• OCC does not control school curriculum
Training for adults				
15. Use more incentives e.g. vouchers, repairs, food, other benefits to encourage take-up of cycle training and cycling.	1 – Work ongoing or planned	OCC / partner organisations	Lead / support	• Ongoing community activation work to support active travel schemes
E-bikes and E-scooters				
16. Create OCC project team to develop "solutions" for particular groups (e.g. teachers, parents, nurses, shoppers) to access e-bikes or e-scooters, either to hire, loan, long-term trial or buy with support, together with training for users where needed.	3 – Possible to consider	OCC	Lead	• There is ongoing targeted work with schools and workplaces to develop solutions through the travel planning process
17. Ensure clear guidelines and laws for e-scooters, including where they can be used.	1 – Work ongoing or planned	Government	Support	• Ongoing national work led by DfT regarding laws
Other active travel proposals				
18. Prioritise safe cycle routes near schools.	1 – Work ongoing or planned	OCC	Lead	• Ongoing work through school streets and Low Traffic Neighbourhood (LTN) proposals
19. Ask universities and hospitals to give over some of their land for safe walking and cycling routes (as a percentage of their land or employees) where it's not already needed for something else, and if at no cost to them.	4 – Not currently feasible	N/A	N/A	• There is ongoing work with key stakeholders such as the universities and hospitals on active travel projects. However, it is Not currently feasible to ask them to give over land
20. If an active travel project can't be approved now, please don't do things that make current provision worse as there might be funding for it in future.	1 – Work ongoing or planned	OCC	Lead	• OCC do not conduct work that would make active travel provision worse • Local Transport and Connectivity Plan places active travel at top of the transport user hierarchy

Private vehicles, motorised transport and congestion				
Low traffic neighbourhoods				
21. Introduce variable LTNs, e.g. using rising bollards that are up at certain times of the day and retreat at other times.	3 – Possible to consider	OCC	Lead	• Ongoing work to consider how to refine LTNs such as application of Automatic Number Plate Recognition (ANPR)
22. Introduce Automatic Number Plate Recognition enforcement of LTNs at key locations to allow through emergency services, district nurses, carers, buses + Pick-Me-Up and in the case of major incident, allow lifting of restrictions.	2 – Under consideration	OCC	Lead	• Ongoing work to consider application of Automatic Number Plate Recognition (ANPR) to LTNs
23. Engage on LTNs with key organisations, e.g. district nurses, so they can update their route mapping and change their mileage payments.	1 – Work ongoing or planned	OCC	Lead	• Key organisations are engaged with on LTNs
24. Reduce motorised traffic in residential areas so routes to school feel, and are, safer for children (and everyone) to walk and cycle in, including LTNs to reduce through traffic.	1 – Work ongoing or planned	OCC	Lead	• Ongoing work to reduce traffic in residential areas such as LTNs and school streets
Restricting or charging for access				
25. Introduce a congestion charge based on the size of vehicle and emissions, coupled with free Park and Ride (subsidised by the congestion charge).	1 – Work ongoing or planned	OCC	Lead	• Zero emission zone operational in Oxford with proposals to expand it
Electric vehicles				
26. Phase in more charging points for electric vehicles, based on need, and make them highly visible to give people confidence they can charge EVs easily, as those who have EVs feel let down given lack of street access and existing charging points not working.	1 – Work ongoing or planned	OCC / district councils / private sector	Lead / support	• Ongoing work to roll out EV charging and support others • Park and charge project recently completed • Current on-street kerbside EV charging infrastructure is owned by Oxford City Council and so not under OCC control.

				• Current OCC work has generally avoided on-street kerbside EV charging bollards, in line with Oxfordshire EV infrastructure strategy hierarchy of infrastructure priorities. • Projects completed aimed at improving street access to EV charging - OxGul-e cable gully project and DoorSTEP on-street home charging project.
Education and public engagement				
Engage with the public before and after changes are introduced				
27. Establish more channels for participation, co-creation and community decision-making, at all stages of the process: from gathering initial ideas, to providing feedback on plans, to decision-making about proposals. This could include further Citizens' Juries and other types of engagement.	2 – Under consideration	OCC	Lead	• Under consideration and groups such as active-travel co-production group established
28. If after a trial period, the interventions have not had the intended effects, decision-makers should be willing to consult those affected and change the approach.	1 – Work ongoing or planned	OCC	Lead	• Ongoing such as work to refine Cowley LTNs
Demonstrate new forms of transport				
29. Provide demonstration sessions for the public to try out new e-vehicles and bike technology such as e-scooters, e-bikes and cargo bikes (both 'e' and other). These sessions should take place in easily accessible locations such as supermarket car parks or places of worship. Organise a roadshow to major employers and industrial areas. They should be connected to schemes to make these technologies easily affordable.	1 – Work ongoing or planned	OCC / private sector	Lead / support	• Some sessions provided e.g. via delivery partners through the Cycling Walking & Activation Programme

Children's education				
30. Provide cycling proficiency training in primary schools from very early years (reception upwards) as a mandatory part of the PE curriculum, including testing to check ability to ride and understanding of safety issues.	4 – Not currently feasible	N/A	N/A	• OCC does not control school curriculum
Infrastructure and logistics				
Walking and cycling infrastructure and road space allocation				
31. Introduce more infrastructure for clear physical separation between different forms of transport where this makes it safer.	1 – Work ongoing or planned	OCC	Lead	• Ongoing work to provide segregated cycle paths where applicable • Schemes identified via Local Cycling and Walking Infrastructure Plans (LCWIPs)
32. Introduce systems that allow for separation in time between different forms of transport e.g. bike filter lights at traffic lights at all major junctions where bike lanes cross.	3 – Possible to consider	OCC	Lead	• Possible to consider through active travel, road safety and area travel plan work.
33. Ensure greater police enforcement of traffic rules on pavement parking to protect pedestrians, including wheelchair and mobility vehicle users and people pushing buggies or caring for children, or even make on-pavement parking illegal. Think about wall-to-wall (not kerb-to-kerb) solutions to ensure safe ways through for pedestrians.	2 – Under consideration	Government	Support	• Ongoing work to follow changes to national legislation to allow better enforcement of pavement parking offences • Greater police enforcement is not within OCC control
34. Ensure police give high priority to stopping bike thieves (through deterrents and prosecution).	4 – Not currently feasible	N/A	N/A	• Police priorities are not within OCC control
Quality and maintenance of paths				
35. Ensure cycle paths are continuous, uniformly and brightly colour-coded of a standard width and not shared with pedestrians, bus stops, lamp posts, driveways and drainage lids (that are	1 – Work ongoing or planned	OCC	Lead	• Ongoing work to deliver cycle infrastructure that conforms to design guidance • Ongoing work to update OCC cycle design guidance

slippery in wet conditions). Incorporate drains so they don't disrupt cyclists and give cycle paths right of way over cars.				
36. Ensure pavements, roads and cycle paths have sound, even surfaces, are repaired when needed and well lit, and that drain covers are non-slip surfaced.	1 – Work ongoing or planned	OCC	Lead	• Ongoing work to maintain highway network and update asset management priorities
37. Ensure walkways and cycleways are not obstructed by hedges and verges.	2 – Under consideration	OCC	Lead	• Ongoing work to establish improved mechanisms for maintenance of active travel infrastructure
38. Explore the possibilities for using recycled materials to repair potholes.	1 – Work ongoing or planned	OCC	Lead	• Recycled material trialled in road maintenance projects in October 2021.
39. Ensure cycle lanes are regularly monitored to keep them clean of debris from fallen tree branches, to fix potholes promptly and move obstructions like lamp posts.	2 – Under consideration	OCC	Lead	• Ongoing work to establish improved mechanisms for maintenance of active travel infrastructure
Routes and navigation				
40. Provide named off-road walking and cycling routes with signage (and distances) that are pleasant and that connect major areas.	2 – Under consideration	OCC	Lead	• To be considered through Strategic Active Travel Network (SATN) and Greenways projects and implementation of Active Travel Strategy (ATS)
Cycle storage and security				
41. Provide secure or patrolled designated bike storage zones or "hangars" on streets or in empty retail stores where cyclists can leave bikes safely and easily.	2 – Under consideration	OCC	Lead	• Hangars trialled in Oxford • Further work on hangars to be considered through implementation of ATS