



Executive Summary

AUGUST 2022

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 (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. The draft plan also outlines three major transport proposals for Oxford including: 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



What is the Central Oxfordshire Travel Plan (COTP)

We are consulting on the Central Oxfordshire Travel Plan (COTP). The plan sets out the transport strategy for the central Oxfordshire area (Oxford, Kidlington, Eynsham, Botley, Cumnor and Wheatley) from 2023 to 2040. We are consulting on the Central Oxfordshire Travel Plan (COTP). The plan sets out the transport strategy for the central Oxfordshire area from 2023 to 2040. It is part of a suite of 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 that was adopted by the county council in 2015.

Oxfordshire transport vision

“ 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. ”



Why we need the Central Oxfordshire Travel Plan

The Case for Change



Climate and emissions:

We need to rapidly reduce carbon emissions from all transport related activities.



Sustainable travel:

- Our streets are clogged with traffic, which means buses are slow, unreliable and can't adequately serve all parts of the city. Average bus speeds in Oxford have been declining on key routes to and from the city centre and employment sites.
- 'Traffic safety' as the single biggest issue for cyclists in Oxford.
- Pedestrians are too often squeezed into narrow, cluttered pavements.



Housing, jobs and regeneration:

There is significant identified development on edge of Oxford to accommodate at least 15,000 new homes to meet Oxford's unmet need.



Equality:

There is a wide disparity in health outcomes across the plan area. Life expectancy for men varies by 13.8 years, while for women it is 11.2 years.



Health:

Physical inactivity and obesity remains one of the area's most significant and growing health issues.

Outcomes sought

We want to deliver:

- 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.

Our targets:

By 2030

- 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

- Deliver a net-zero transport network.
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire.

By 2050

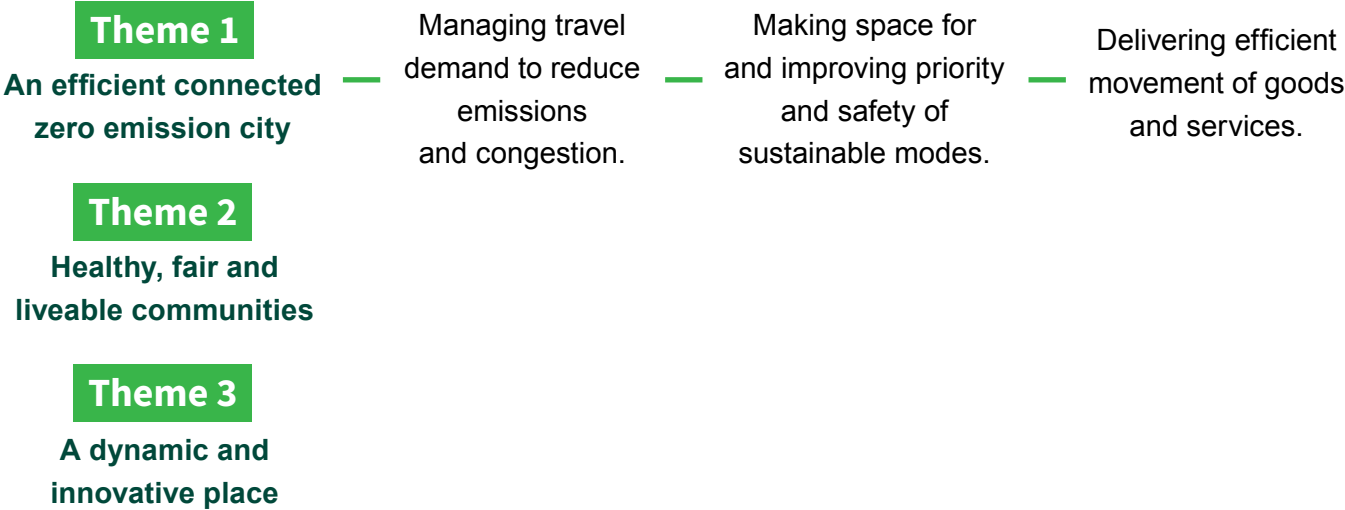
- Deliver a transport network that contributes to a climate positive future.
- Have zero, or as close as possible, road fatalities or life-changing injuries.



What is proposed?

To achieve our desired outcomes and deliver on identified plan targets, we propose a set of 22 actions.

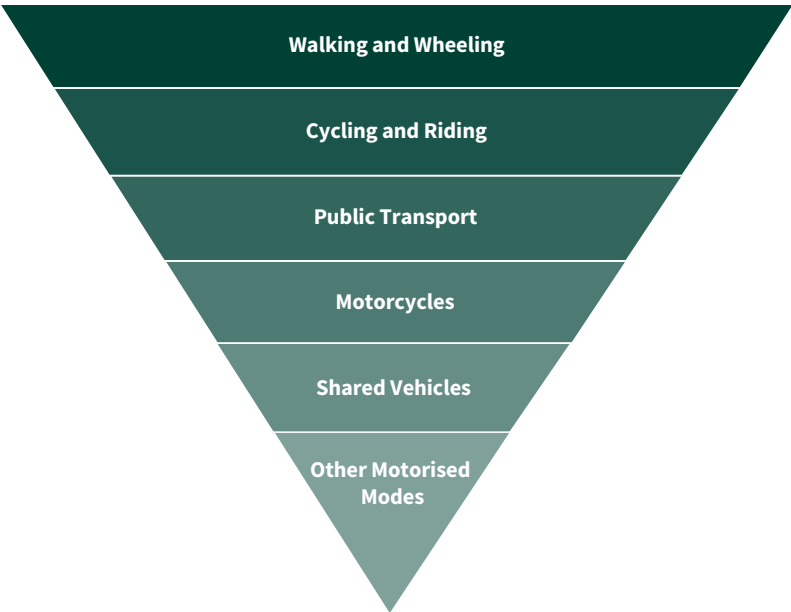
These actions sit within a number of key themes and focus areas;



Taken together, these actions form an integrated approach, aimed at tackling the long term challenges facing the central Oxfordshire area.

The Travel Hierarchy:

Transport planning in Oxfordshire is determined by a travel hierarchy as approved by council in the Local Transport Connectivity Plan. The hierarchy seeks to reduce the need to travel, by creating greater choice for all that discourages individual private vehicle journeys and makes walking, cycling, public and shared transport the natural first choice.

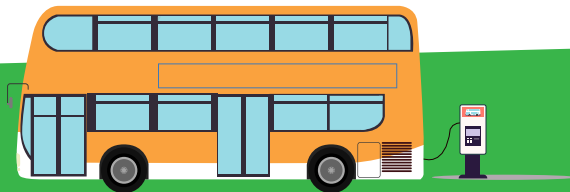


An efficient connected zero emission city

Managing travel demand to reduce emissions and congestion

Actions

- 1 Expanding upon the pilot scheme, develop proposals for a Zero Emission Zone for Oxford city centre.
- 2 Develop proposals for a set of strategic traffic filters for locations across Oxford.
- 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.
- 4 Develop proposals for further Controlled Parking Zones (CPZ) across the city and to review eligibility and quantity of permits in existing CPZ areas.
- 5 Support a case-by-case review of public parking provision across the area and consolidation and/ or a reduction in public parking provision where appropriate.
- 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.
- 7 Regularly review on-street parking pricing to favour sustainable travel.



An efficient connected zero emission city

Making space for, and improving priority and safety of sustainable modes

Actions

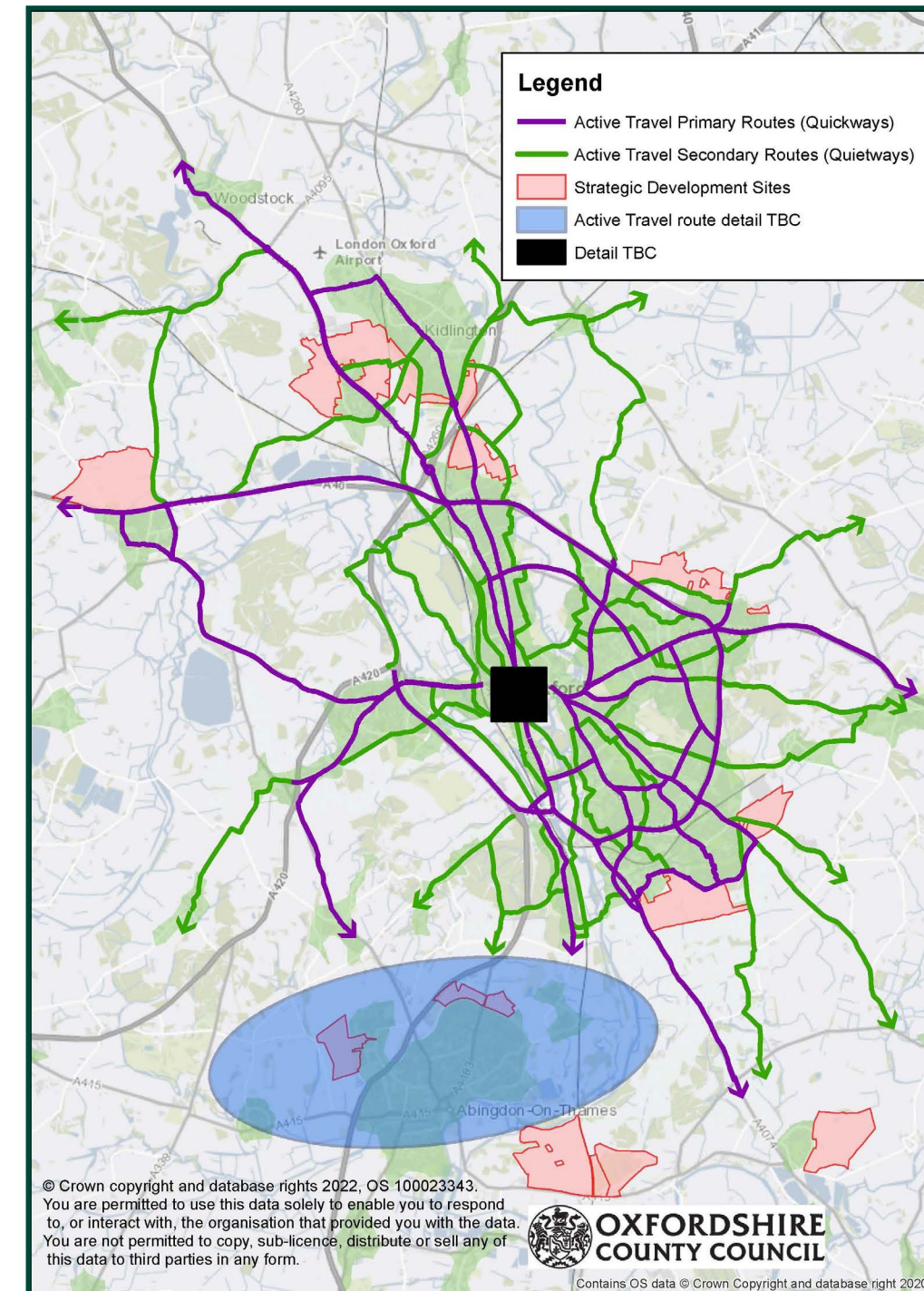
- 8 Deliver a central Oxfordshire cycle network, consistent with the latest Local Cycling and Walking Infrastructure Plans.
- 9 Deliver a wayfinding scheme across central Oxfordshire's active travel network.
- 10 To help meet Vision Zero, deliver junction improvements for active travel users where there:
 - 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.
- 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.
- 12 Deliver bus priority measures along key inter-urban bus routes and on key orbital routes in the Oxford area.
- 13 Alongside partners, deliver a zero-emission local bus fleet across Oxford by 2024 and a fully zero-emission bus fleet by 2030.
- 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.
- 15 Deliver a transport hub strategy for a network of transport hubs across Oxfordshire.



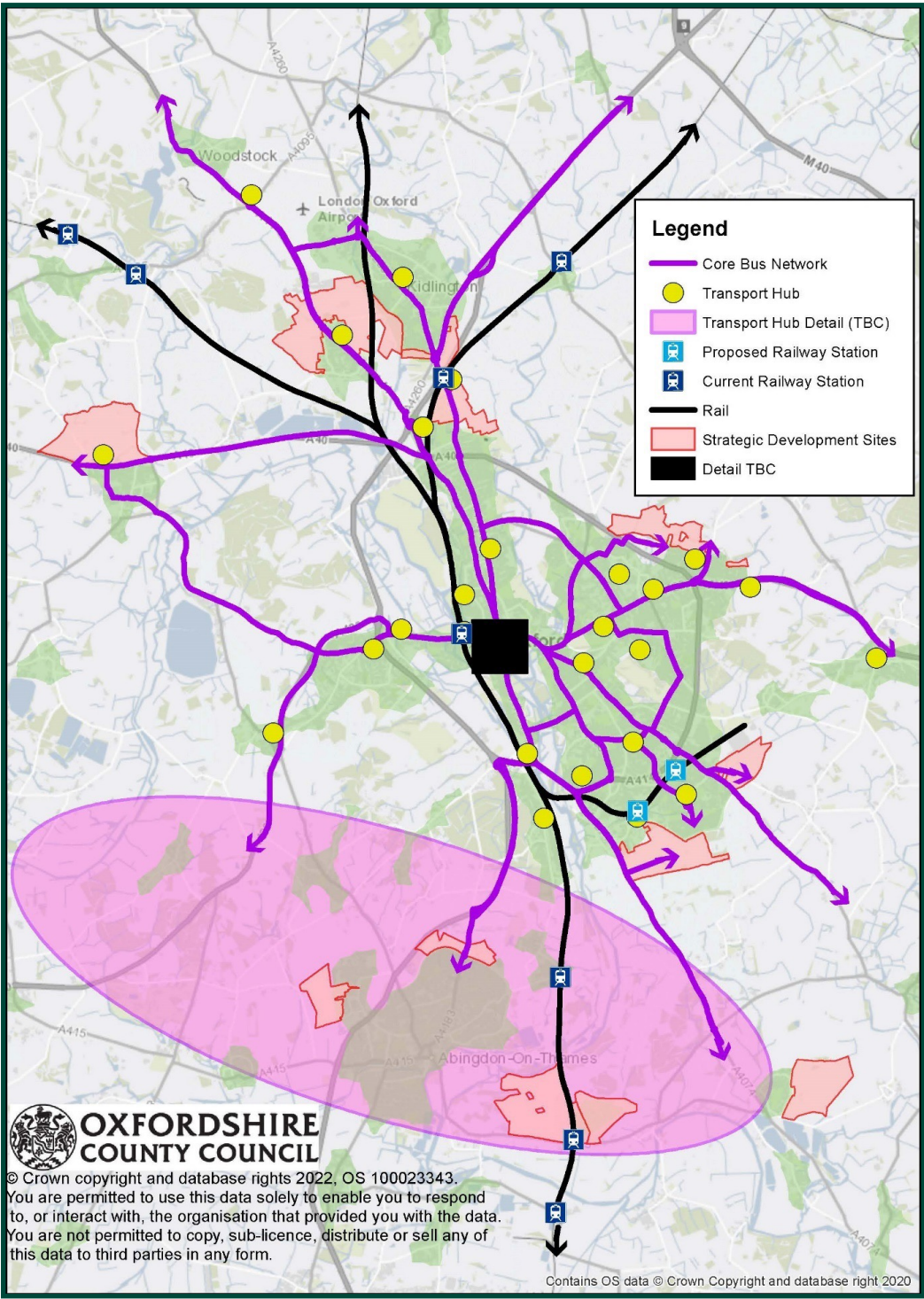
Vision Zero:

A vision to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all

Proposed Central Oxfordshire active travel network (Action 8)



Proposed Central Oxfordshire public transport and transport hub network
(Actions 12 & 14).



An efficient connected zero emission city

Delivering efficient movement of goods and services

- Actions

16

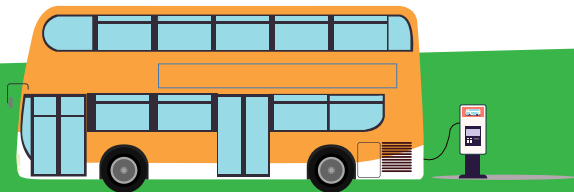
Deliver a freight consolidation feasibility study and first / last mile delivery pilot.

17

Deliver a safer lorry scheme pilot across central Oxfordshire.



Figure A: Pedal Post is a sustainable courier and storage firm that uses cargo bikes in Oxford.



Healthy, fair and liveable communities

Actions

- 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.

Transport interventions

Transport interventions that could form part of a local 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.

20 - Minute Neighbourhood:

Principle that everyday facilities appropriate to a local community can be found within a short return walk or cycle trip from home.

A dynamic and innovative place

Actions

- 19** Alongside partners, deliver a City Centre Movement Framework for Oxford.
- 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.
- 21** Deliver an e-scooter hire scheme across central Oxfordshire, subject to ongoing trial performance and national legislation.
- 22** Deliver publicly accessible electric vehicle charging points across central Oxfordshire.



Implementation and funding

Delivering the COTP will require the involvement of local communities and close working with many key partners and stakeholders. We will prioritise the implementation of those measures which represent the best value for money.

Where funding is required to deliver the plan, we will look to funding sources which could include;

- Developer contributions.
- Funding bids.
- Contributions received through traffic demand management measures like a Workplace Parking Levy and Zero Emission Zone.



Future delivery:

Our proposed delivery programme, subject to available funding, could see the following indicative programme of work implemented over the next 20 years (see Figure B).

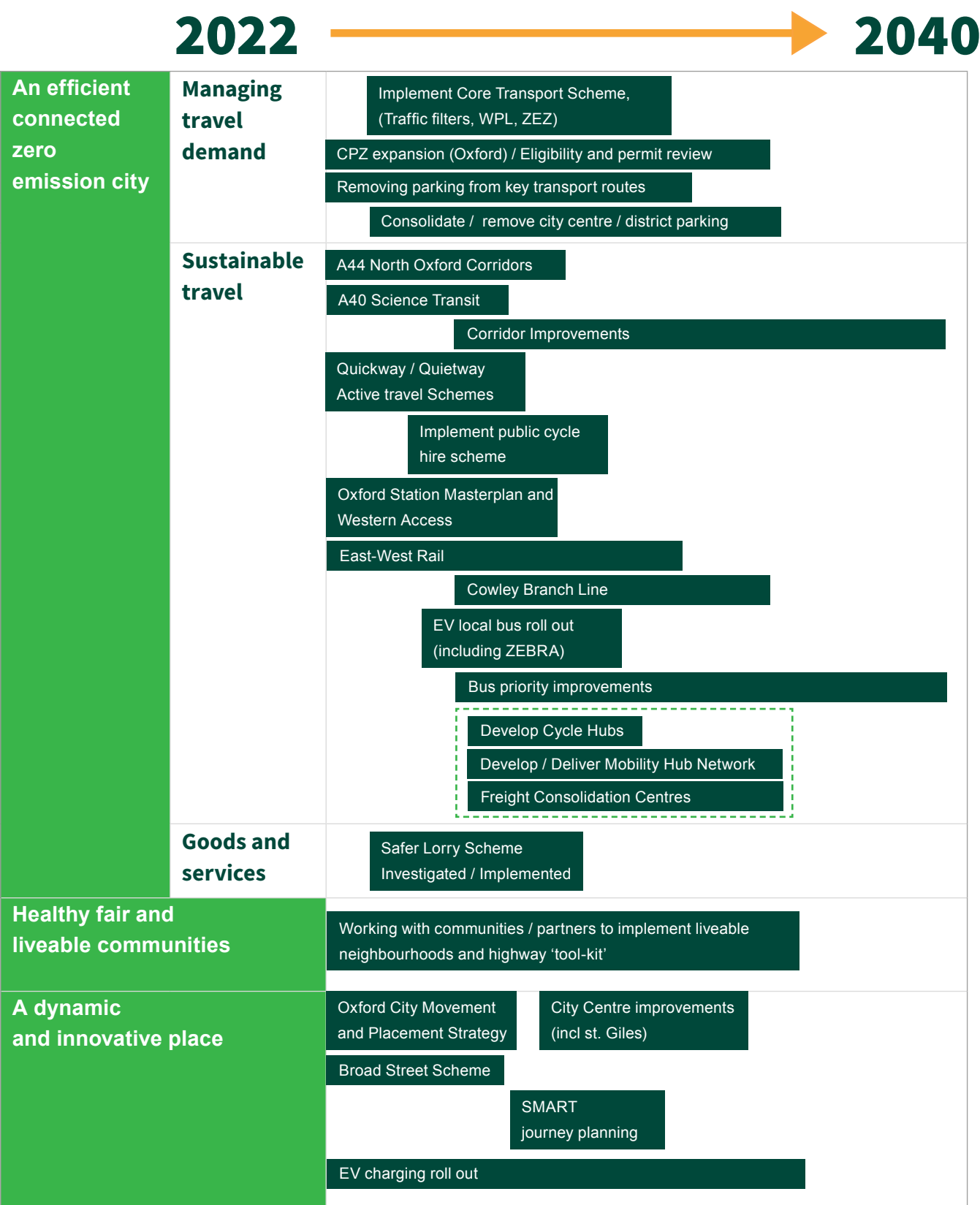
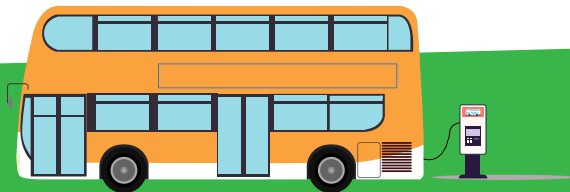


Figure B: Proposed indicative delivery programme for COTP.



Next steps



Consultation on draft plan

22 August – 3 October 2022

Revising plan based on feedback

Autumn 2022

County Council decision on final plan

Autumn 2022

Have your say:

We want your views on the draft Central Oxfordshire Travel Plan.

You can respond to our consultation:



Visit:

<https://letstalk.oxfordshire.gov.uk/>



Email:

Centraloxontravelplan@oxfordshire.gov.uk

or write to:



**Central Oxfordshire Travel Plan, Oxfordshire
County Council, County Hall, New Road,
Oxford, OX1 1ND**

A printed version of the online questionnaire is available if you would like to give us your views by post.

Please call our customer service team on **01865 249811** or email
Centraloxontravelplan@oxfordshire.gov.uk if you required further assistance.



Central Oxfordshire
Travel Plan

