**Cowley Area Local Transport Strategy**

**2nd edition, 2018**

**FROM: COWLEY AREA TRANSPORT GROUP**

**For the 1st edition, we drew upon many transport issues raised with us in the local elections of 2016. We consulted over 4000 households in the Cowley area and asked:**

**What do you want as transport policies for the Cowley area?**

**What types of transport improvements do your children, elderly neighbours and young people need in the Cowley area?**

**How many of the changes which we want can be achieved, at least in part, by voluntary measures**

**MANY people let us know what they thought, and their suggestions formed a large part of the 1st edition. We made it clear we would review this Strategy periodically until radical improvements are made in transport conditions in the Cowley area.**

**Now:**

**We have now created a COWLEY AREA TRANSPORT GROUP to act as a network to ensure this work continues. This will allow us to engage periodically with transport issues in the Cowley area as they arise. Contact** [**hazeldawe5@gmail.com**](mailto:hazeldawe5@gmail.com) **if you want to be kept in touch with this work.**

**Now:**

**We have reviewed the Cowley Area Local Transport Strategy because of the huge environmental and transport threat presented to our part of Oxford by the proposed Cambridge-Oxford Expressway and its associated corridor of development in which the Government wants to include 1 million new homes.**

**What is changing in this 2nd edition:**

**First, a substantial briefing on the Expressway compiled by Steve Dawe has already been sent to local councillors and MPs. This is available from** [**stevedawe@gn.apc.org**](mailto:stevedawe@gn.apc.org) **It is important to this Strategy as one of the potential routes for this Expressway road and development corridor skirt the Shotover Country Park. This could well mean traffic entering the Ring Road in the east of Oxford and large additions to traffic entering our part of Oxford via Horspath Driftway or the Garsington Road area. Clearly, any substantial additions to Ring Road traffic could have serious implications for traffic movements throughout Oxford, especially in rush hours**

**Second, please also see at the end a copy of a motion against the Expressway passed by the Bullingdon Community Association which runs the Community Centre in Peat Moors in the Lye Valley estate. This may be adapted by other community groups.**

Neither our County Council nor our City Council seem capable of thinking far enough ahead to anticipate obvious traffic problems that almost always accompany urban sprawl, sometimes politely referred to as ‘urban extensions.’ There are 1 million empty homes in the UK. We can make use of long-term empty shopfronts, offices and industrial sites to build housing; we can consider existing car parks and Park and Rides, where air quality is better than in Oxford High Street, for apartment development above surface level. There is no reason why such sites could not have housing around the edges of the car parks. Plans for 3 urban extensions to the south east of Oxford adding thousands of homes mainly on agricultural land, in a country where we are importing more food each year, ignore all these opportunities to create housing with less traffic impact and environmental damage than new urban sprawl.

It is abundantly clear from past history in Oxford that people accessing south east Oxford will make use of all roads which suit them to reach their destinations, with the likelihood of extreme increases in traffic over the next 15 years or so if the three proposed urban extensions are built. It will not be satisfactory to object to the traffic once it start arriving on our roads. Adding a major traffic source on top of these proposals in the form of the Cambridge to Oxford Expressway is an appalling prospect.

**This is just not good enough.**

The range of suggestions made by local residents is large (see below) and might take as long as 20 years to implement. However, voluntary measures listed below can happen NOW.

We do not act alone on transport issues in this City. We particularly commend the work of the following groups:

**Cyclox: the Oxford Cycling Campaign** – notable for campaigning for adequate cycle routes in Oxford. This campaign has been vindicated by the Gilligan report, suggesting £200m needs to be spent on cycling alone in Oxford. SEE: <http://www.cyclox.org/>

**Oxfordshire Liveable Streets**: a relatively new campaign promoting an ambitious but desirable network of one way systems to cut traffic in Oxford’s congested streets. SEE: <http://oxlivsts.org.uk/> We checked, and this campaign recognises the need for keeping speeds in the City down where streets are converted to one way routes. Far more details on their website.

Extreme examples of bad road behaviour in the Cowley area include two hit and run incidents involving cyclists. The first we witnessed ourselves in the Crowell Road area. The 2nd was more recent: 30th July 2016.

At around 7.35pm on Saturday (30/7/2016), a car was turning out of Rymers Lane in Cowley onto Between Towns Road when it collided with a cyclist.

The driver of the car failed to stop at the scene and continued travelling along Beauchamp Lane. Fortunately, the cyclist survived.

These are extreme cases and it is difficult to make good law or behaviour from them. They do however illustrate that simple solutions to our challenging traffic problems will not work. We need a lot of small and large initiatives to make the traffic situation in the Cowley area better. We are very concerned that massive housing proposals for greenfield sites at the fringes of south east Oxford such as at Grenoble Road, and throughout south Oxfordshire particularly, will lead to exceptional increases in traffic throughout the south east of Oxford over the next 20 years or so. This would be bad enough but the proposed Cambridge-Oxford Expressway is envisaged as a corridor of development including 1 million homes, according to the Government. The traffic implications for Oxford – wherever a final route for the road-corridor section in Oxford goes – are appalling and it is inconceivable that the existing road infrastructure inside Oxford could cope with very large traffic increases.

We, the people of south east Oxford, do not have to accept this.

The Gilligan report, *Running out of Road,* suggests spending £200 million on cycling in the Oxford area because of our particular needs.[[1]](#footnote-1) However, an end to austerity and the restoration of local government resources will needed to meet all the types of transport changes people actually want. See below for what people have told us.

**The changes people in the Cowley area want**

Our canvassing and use of questionnaires and leaflets has already given us a considerable range of ideas for dealing with traffic problems. Thank you to everyone who has already helped with this.

We have arranged these proposals in a list, showing the voluntary and cheapest options first. More expensive and longer-term options are shown towards the end of this list:

Voluntary measures: A voluntary Low Traffic Zone: that all residents and users of the area try as far as is practical for them to walk and cycle within the area, or use a bus or taxis rather than their own car. Deliveries are better than shopping. Similarly, to try to encourage our visitors to not come by car when visiting, when practical.

The supermarket shop: You can (nearly) always get it delivered. But: Large, durable shopping trolleys will accommodate the weekly supermarket shop that many people make. Greens would prefer that everyone tries as far as possible to use their local corner shops, so that they stay open and have a good diversity of stock. However, many people when pressed for time, or in need of more diversity of goods than their local shop provides, will use a supermarket. From experience, the larger and stronger shopping trolleys which can be used by able-bodied individuals are the ones which are over £100 – even over the internet. However, they will last a lot longer than the cheapest ones. No one ever had to pay road tax on a shopping trolley or fill it up with fuel or plug it in for a re-charge!

Schools: Voluntary measures to decrease traffic movements at the beginning and end of each school day at all schools in the area: Green Travel Plans by household choice and schools. People have expressed a variety of concerns to us about conditions outside Tyndale, St.Christophers and St.Gregory’s schools at school run times. Thanks to the person who told us that St.Christophers school will lose back access if the Temple Cowley Pools site is re-developed: another ‘own goal’ thanks to the City Council! Extension of double yellow lines selectively around school sites to strongly discourage car use at ‘school run’ times. Creation of ‘walking bus’ arrangements for schools to reduce their traffic impact. See for example: <http://www.kent.gov.uk/roads-and-travel/school-transport/set-up-a-walking-bus>

Service efficiency: Voluntary changes to delivery times: the combined clash of school run times, University term times and deliveries of all types contribute to traffic levels in morning and post-school run rush hours (3-7pm on school days). If, however, organisations doing deliveries sought to do their deliveries OUTSIDE 7.30-9.30am and 3-7pm on these days, then there would be a significant easing of the rush hour traffic level.

Walking: Clearing bins: Bins left on pavements are a sensitive issue in a number of areas. Council staff must leave bins where they found them, and not in walking routes and not on grass verges. Also, getting your bin out of other people’s way is being a good neighbour. It is clear that some very busy people rely upon the support of neighbours who clear away their bins for them, serving the community by doing so.

Florence Park access: It is now unlikely that the City Council, after its consultation, will try opening Florence Park 24/7 instead of locking it at night. Hazel Dawe has got considerable support, including by the Friends of Florence Park, for signs asking cyclists to cycle slowly and safely in the park. Earlier access in the mornings would allow people to walk their dogs or those with early starting times to walk to work through the park. This is more likely to occur. We look forward to seeing how this works.

Speeds: 20 mph speed limits on all residential roads in the Cowley area with enforcement. We are looking to see if volunteers could obtain hand held speed cameras to use on the worst roads for speeding in the area. Given the excessive traffic levels along the Cowley-Oxford Road axis, we would support 20 mph limits on this road as a deterrent to those who insist on using cars on this route when bus services are available. We recognise that cuts have eroded the funding of the Police which makes fair taxation and properly-funded public services a vital part of achieving the quality of transport conditions which the community deserves.

Road and pavement repairs: The condition of roads and pavements throughout the Cowley area shows the irresponsibility of neglect. Years of cuts instead of having fair taxation, see Appendix, are steadily making pot holes, so-called road repairs and road improvements completely unacceptable. Pavements are cracked, pitted, pot holed and hazardous in places. We need repaired roads and pavements, not plans for new roads.

Cycle stands: Cycle stands needed in Oxford Road as a support to the shopping area.

Access to the John Allen

Centre, Cowley If approaching the John Allen Centre from the small park next to it getting bicycles into the car park is difficult. There are various options here but really the whole access needs a complete rethink: improve the footpath access to make it more disability friendly as well as cycle friendly and less congested for pedestrians; ask the managers of the John Allen Centre to reconfigure some parking space so that cyclists can get into the car park, if they do manage to wheel their bicycles down the footpath (currently cars are parked closely together so there is no way through them near the pedestrian entrance); we recognise that some cycle parking has been provided near the entrance to the Park.

Eastern Bypass – Homebase,

Carpet Right shopping centre

(Horspath Driftway) Pedestrian and cyclist access within this shopping centre is very poor. This is particularly important with the new Aldi supermarket now operating there, which has already been upgraded to meet demand. Currently there is a very makeshift pedestrian link from the edge of the car park on to the footpath / cycle link next to the Eastern Bypass. (The path then links in to Brasenose Driftway). This link needs to be upgraded and an additional link created between the car park and Brasenose Driftway. Planning gain from the agreed, but not yet built Costa Coffee drive through, could be a source of funds for this.

Junction improvements: a) Hatched box at junction Beauchamp Lane-Between Towns Road-Church Cowley Road-Rymers Lane to deter traffic from seeking to use this junction in rush hours particularly;

b) Hatched box at junction Between Towns Road, Crowell Road and John Allen Way. Diagonal pedestrian route to be marked from the Rymers Lane side of John Allen Way to the south side Between Towns Road. This formalises what pedestrians are already doing at this exceptionally badly-designed junction. We will be asking the highways engineers again to review the phasing of the traffic lights to stop cars turning right out of Crowell Road from driving over the zebra crossing while pedestrian are walking across on a green light. All ‘boxed junctions’ need CCTV. In the long term, a pedestrian bridge should be built in this area;

c) Junction of Liddell Road and Bartholomew Rd: entrance into Liddell is too wide and invites speeding traffic. Steve Dawe took part in a discussion in detail on this junction on a ‘walkabout’ with residents, council officers, Police and a Highways engineer from the County Council in June 2016. Agreed a small island in the middle of the junction was needed to allow a shorter crossing space for the elderly and to protect all who needed to cross this road. Double yellow lines parking at school run times to be the subject of a ‘sweep’ by traffic wardens;

e) Junction of Oxford Road and Betweens Town Road: Advanced stop lines are needed on Oxford Road at the junction with Between Towns Road. This would particularly help cyclists going to Templars Square Shopping Centre and out to East Oxford business park. Also at the junction by Hollow Way too.

Pedestrian crossings: Are needed near the junction of Campbell and Cornwallis Roads to serve parents with children moving towards Larkrise and St.Gregory’s schools on foot. Crossing needed on Oxford Road a little further down from the United Reformed Church so that families walking to and home from St Christopher’s School do not have to go all the way to the one at Between Towns Road or to the one near Clive Rd. Upgrade pedestrian crossing on Oxford Road, Temple Cowley, by Marsh Road, to a Toucan. Crossings on either side of Cornwallis Road at the junction with Florence Park Road to make it safer for children during journeys to and from school.

Cycle route improvement: Continuous cycle route from Cowley to Blackbird Leys swimming pool. The signed cycle route from Cowley to blackbird Leys still has a major weakness where the route crosses Church Cowley Road/ Between Towns Road. This too needs to be part of the redesigning of this road for cyclists following on from the Templars Square development, if this occurs.

Cycle measures needed: Widen cycle paths; extend cycle networks; increase number and size of cycle park areas and install CCTV to keep bicycles and electric bicycles safe; increase awareness of electric bikes.

Cycle technology innovation: Encourage the use of velomobiles as part of increasing cycle usage in Oxford. SEE: <https://en.wikipedia.org/wiki/Velomobile>

Traffic lights/pedestrian

crossing: Traffic lights at the cross roads between Rymers Lane, Littlehay Road and Cornwallis Road

One way systems: As traffic increases, it becomes difficult to avoid making some roads one way in order to relieve traffic problems. Of the areas where we have spoken at length to people about this, Beauchamp Lane and Crowell Road should be investigated to see if this is the best type of solution for the rush hour congestion that is making the lives of residents miserable. In addition, if traffic pressures continue to grow in the narrow part of Hollow Way then it will become very difficult to avoid a one way option. Clearly, taking away parking spaces needed for local businesses is not an option. We are also concerned whether reductions in passing trade resulting from a one way option will impact on businesses and indeed upon local residents;

Specific road actions: a) Double yellow lines on right hand side entry from Crescent Rd into Crescent Close;

b) Boswell-Bailey-Knolles and nearby: need for consultation on having a Controlled Parking Zone in this area, because of rising parking pressures reported by residents;

c) Enforcement issue: cycle lane on Barns Road is regularly blocked by parked cars – raised by Steve Dawe on the June walkabout mentioned above;

d)Speed bumps wanted: Rymers Lane, Bartholomew Road, Beauchamp Lane;

e) enforcement issue: Bartholomew Rd: Taxis in vicinity with illegible plates;

f) enforcement issue: Burgan Close: Problems of cars blocking access including to disabled bay; similarly, problems of excessive parking Dodgson Road;

g) Rymers Lane: speed bumps noted above as a suggestion, residents also concerned about weight limits issues and want restrictions to reduce Heavy Goods Vehicles;

h) Towpath, safety and long-distance cycling issues: The new Oxford Parkway has no connection to the canal towpath or other non-road cycle track that we are aware of. The proposed infill of the Kidlington/Oxford gap means that the canal could become even more important.

The bike transition from the central train station to the towpath is very difficult and should be eased by a new path and bridge besides the existing railway bridge.

In the south the towpath a new bridge, besides the railway bridge, should be introduced, linking Littlemore and the science park with the towpath and the rail system.

As the Canal and River Trust has no statutory duty to maintain the towpath it falls to the district councils and County Council to plug the gap;

1. Double yellow lines: at entry point to Cornwallis Road to prevent inconsiderate parking;

j) A commitment from the Council is needed to ensure that any new development at or near Templars Square is accompanied by measures which reduce rather than encourage traffic. Hazel Dawe has carried out a survey of cycle use in the area with Mark Utting of Cyclox. They have been in touch with the council planning department and the developer but are not hopeful that they will be listened to;

k) Crescent Road: further examination of means to reduce through traffic, to prevent rat running. The current bollards, humps and chicane arrangements do not discourage rat-running. If a barrier is to be placed on the road, eg between Beresford Place and Junction Road, then it could conceivably be a gate to permit emergency vehicle or refuse truck access only. Residents would need to be consulted on this;

l) Marsh Rd: smooth the cobbled areas of the traffic calmed parts of this road to improve them for cyclists;

m) Link between Barracks Lane and Leafield Road, Temple Cowley: About two thirds of the way up Leafield Road there is a link through from Leafield Road on to Barracks Lane (on the road section of Barracks Lane rather than path section through the park). This is next to some garages. If a dropped kerb were put at the edge of the pathway/ road on Barracks Lane this would be much easier to use for cyclists; l) m) and n) **All of these have been notified using Cyclescape and Fix My street websites and to Councillor Louise Upton cycling champion at the City Council. We will keep you updated on any progress.**

n) Link between Beresford Place (off Crescent Road) and William Morris Close: There is currently a footpath link between Beresford Place and William Morris Close. There is a “cyclists dismount” sign. There is space, if the shrubbery were removed from one side of the footpath, to make this a shared use link. It may seem insignificant but it means that cyclists can avoid turning right off Hollow Way (a very busy road) into Crescent Road by using the traffic light junction of Hollow Way / Horspath Road / Barracks Lane and then cutting through William Morris Close and Beresford Place. This is also an important walking and cycling link to the Tyndale Free School in William Morris Close and it is important to encourage walking and cycling to school.

Controlled Parking Zones These areas of restricted vehicle parking are the only effective way to remove commuter parking from residential areas. People, generally from outside Oxford, are parking their cars wherever it suits them in residential areas, and then walking, cycling or taking a bus into their place of employment. Paying £65 a year for enforcement of controlled parking is a low price to pay for preventing problems in your local area AND helping to reduce traffic flows into Oxford. Each Controlled Parking Zone requires the consent of the public in a ballot because this is a legal requirement. There is ample evidence in Oxford of areas rejecting CPZs and then wanting them in later years as traffic rises in each residential community. It is for each individual to decide how to vote on a CPZ if these are offered in an area. The cost to households is about £65 per year which finances the enforcement of the CPZ by ticket inspectors. The Green Party supports your right to decide on this, as part of local democracy. (It is a great pity we could not have had a local referendum on whether or not to keep Temple Cowley Pools open).

Between Towns Road Long-term: the integration of the shopping areas needs traffic free means of crossing Between Towns Road. The options of adding a pedestrian tunnel or a pedestrian bridge need to be examined to achieve this.

Oxford Road Long-term: achieving a better fusion between the shopping areas on this road and Between Towns Road would require re-marking of the roads, better pedestrian arrangements and a review of the existing bus stops. The objective of this is to encourage people to use the businesses in this area as part of any shopping/other activities they are doing in Between Towns Road. Another possibility is to create a Virtual Shopping Street of local businesses on the Internet which would include those on Oxford Road.

Marsh Road Depot: The Marsh Road Council Depot, in Temple Cowley, was intended to be a temporary location for Oxford City Council’s Direct Services Department. It has overgrown this site, spreading toward to gates of the Cowley Marsh Recreation Ground and, after a contested planning application, on to the Recreation Ground itself. Complaints to the Council about overspill parking from this site into neighbouring residential areas have been shrugged off. Naturally, a site with many employees and vehicles of all sizes generates a large number of traffic movements and a lot of air pollution. The Cowley Area Transport Group therefore supports the New Temple Cowley Pools suggestion of a Leisure Centre on this site. The possibility of some high density social housing apartments should be considered for this area too. Both of these types of development when combined are unlikely to causes the levels of traffic movement of the current Depot, which belongs in one of the vacant spaces in industrial estates in the City. If the Zero Emission Zone or a low emission zone was to include this area, then the Depot would certainly have to move.

**Our vision**

We believe that people can have better lives if they can reduce the necessity for tedious and sometimes unpleasant travel. Good planning of additions within existing urban areas and more opportunities to telework (and work) at home must also play a part in Oxfordshire’s future. This will reduce commuting and the congestion, pollution and danger it causes particularly in shopping centres and their approach roads. For the Cowley area, the more that people live and work within the area, the less they will need to resort to driving a car. The more people live and work within the Cowley area, the more time they will have for their families, their community and their interests.

We view the hierarchy of road users as being one with the most vulnerable road users at the top, and the least vulnerable with the most choice at the bottom. This means walkers and pedestrians in general come first, then cyclists, then public transport users, service vehicle users, taxis and at the bottom of the list car drivers and the drivers of Heavy Goods Vehicles. If our built environment was designed with wheelchair and pushchair users and people who can’t move fast in mind, we would have true accessibility for all.

Accessibility matters more than mobility. Everyone having the access they need – to services, to the shops they need to visit, to schools and colleges, to relatives, friends and community groups – does not mean all of these journeys have to be made by car. The more people can access what they need by walking, cycling, public transport and shared car use, the less air pollution, noise and traffic congestion there will be. Planning in each part of our City and in our community needs to address the need for access and how this can be achieved with the least use of unsustainable forms of transport. This clearly means having more decentralisation and properly funded local government, including parish councils covering the whole of the City, which can ensure better coordination of services in accessible locations. We want to make it easier for all of us to choose the mode of transport which does the least environmental damage while we are going about our daily lives.

**Development threats likely to cause traffic problems:**

A hotel at Templars Square, the new Aldi, 7000 homes planned for south of Grenoble Road if built (which will add about 14,000 cars plus thousands of associated vehicle movements per year for deliveries/construction work/utilities etc)……..The list of potential car-generating developments is large. Since most of the jobs in this large new estate suggested for Grenoble Road are likely to be in Oxford, the traffic impact of such a large development on all road routes to employment centres in south east Oxford will be immense. We will oppose this development as we are opposing the Expressway. We need to ensure that we increase cycling in the City, which is good but Cambridge is far ahead. John Whitelegg, former Professor specialising in transport studies, notes:

“Cambridge boasts the highest levels of cycling in the UK, with 29% of its working residents making a cycle-commute, and 33% of residents cycling often.” [personal communication]

In Oxford 22 % cycle often (more than three times per week) source [www.bikeradar.com/commuting/gear/article/the-uks-best-and-worst-cycling-cities-48566/](http://www.bikeradar.com/commuting/gear/article/the-uks-best-and-worst-cycling-cities-48566/)

Grenoble Road, and the pressures from other housing developments especially in South Oxon will increase pressure for Controlled Parking Zones in Oxford as commuters seek points to pick up buses/park cars and bike to their actual destinations. Grenoble Road cannot be looked at just as a housing development: it means more air pollution, traffic congestion, noise from vehicles and time lost to individuals and businesses in traffic jams. Oxford needs social housing and part-rent, part-buy housing for keyworkers. More homes at astronomical prices and rents are not needed. But, above all, people need to live near existing facilities and services they need. For example, apartments we are campaigning for to occupy space above surface level on car parks and Park and Ride sites demonstrate that there is much, much more brownfield land available for housing in Oxford than our City Council recognises. We are very concerned that new estates will, under conditions of very poor spending on public services, simply not have the community facilities they need. Estates without facilities means more car journeys are likely as people in such deprived areas seek community facilities and services they need. What is true about this for urban extensions is likely to be even worse in the development corridor wrapped around the Expressway as envisaged by the National Infrastructure Commission and Highways England.

**Development opportunities to meet local needs and control traffic:**

Apartments above surface car parks to serve local social housing and key worker demand. Long-term empty shopfronts, offices and derelict industrial buildings and sites are needed for housing. Excessive emphasis on land for retail or other employment in Oxford, a City with virtually no unemployment, is a big failure to provide needed very low cost housing.

**Transport as employment**

We note that Norway has decided that all cars produced in the country will be electric from 2025. We are concerned at the prospect of jobs losses at BMW Cowley and in its supply industries if the promised transition to electric car production does not take place there soon. We are also concerned at the risk to BMW Cowley and supply chain industries if a very good deal is not obtained by the Government with the EU for the post-Brexit Future. The Confederation of British Industry has warned of the ‘extinction’ of the British car industry if a bad deal is done on Brexit.[[2]](#footnote-2) Car production throughout the EU has depended upon the movement of parts for motor vehicles moving freely across borders towards eventual assembly points without tariffs in the Single Market. The UK after Brexit could face such tariffs for a wide variety of trading sectors and could consequently prompt movements of UK industries to new bases inside the EU in preference to the UK.

**Where do we want to get to? The possibilities:**

1. Walking and cycling must be enhanced for public health, and to reduce traffic;
2. Access matters much more than just increasing mobility which risks increasing traffic congestion;
3. Planned decentralisation of public services to strengthened local government is about improving access for people, and reducing the need to travel long distances. This means losing community facilities anywhere in the Cowley area is to be resisted strongly as we need community facilities to be within walking and cycling distance;
4. Expansion of teleworking is vital to keeping Oxfordshire’s roads free of gridlock: our own pressures on employers to allow more teleworking are really important;
5. Bus service geographical coverage and incidence of services must be improved and speeding up the move towards electric buses is a high priority;
6. Railway coverage and incidence of services must be increased, including by the re-opening of disused lines and especially the Carterton-Witney-Oxford-Cowley-Wheatley rail line;
7. Information for local transport users must be upgraded so that people can easily check their travel routes and consider the best options on any given day;
8. 20 mph limits need to be applied to all residential roads and actually enforced, outside schools and hospitals and on selected roads;
9. Greater efforts must be made to ensure more children travel to school other than by private cars;
10. Canals and waterways, and the use of powered electric bicycles and motorbikes can all provide extra opportunities to reduce road traffic levels, by providing alternatives for some transport users.

First edition, September 2016.

Second edition, 2018

Third edition, will be prepared and issued summer 2020

**MOTION FOR BULLINGDON COMMUNITY ASSOCIATION:**

The Cambridge-Oxford Expressway:

[as passed by the Association, 5th June 2018]

This Association notes:

1. The National Infrastructure Commission and Highways England have been working on a Cambridge-Oxford Expressway from Cambridge to Milton Keynes and finally to Oxford. This comprises the use of existing roads, new roads and a housing and development corridor;
2. Two out of three possible Road & Corridors routes run along the edges of the Shotover Country Park which our community uses, and are likely to mean substantial increases in traffic on the Ring Road in rush hours, and in all roads allowing traffic to leave the Ring Road into Oxford, including Horspath Driftway and through Garsington Road which crosses the south end of Hollow Way;
3. A substantial increase in traffic in Oxford is in conflict with the County Transport Plan, agreed with the City, to ensure an increasing number of journeys being made into the City are not made by car;
4. That the following groups are opposing all three road and corridor routes: the Berks, Bucks & Oxon Wildlife Trust, Campaign for Better Transport, Campaign for the Protection of Rural England, the Expressway Action Group, Oxford Climate Lobby, and Oxford Friends of the Earth.

This Association agrees:

1. That any development which will substantially increase traffic in our part of Oxford is unwelcome and must be opposed;
2. That the Association will write to local councillors and our MP in opposition to this development;
3. That this Association will make a submission to the consultation on a chosen corridor to be held by Highways England in July 2018 and any subsequent consultations on this topic;
4. That this Association will support the petition against all three possible routes for the Expressway and its corridor and distribute it to all Community Centre user groups and residents by email.

1. National Infrastructure Commission – *Running out of Road: investing in cycling in Cambridge, Milton Keyne and Oxford,* 2018. [↑](#footnote-ref-1)
2. <https://www.independent.co.uk/news/business/news/brexit-trade-deal-latest-uk-motor-industry-customs-union-warning-cbi-paul-dreschler-a8396366.html> [↑](#footnote-ref-2)