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From: Cowley Area Transport Group

July 2020

53 Bulan Road Oxford OX3 7HU – [www.catg.org.uk](http://www.catg.org.uk) -

**SUBMISSION – OXFORDSHIRE ACTIVE TRAVEL CONSULTATION**

The Cowley Area Transport Group has been involved in making transport-related submissions to consultations over the last few years. Further information can be seen on our website: [www.catg.org.uk](http://www.catg.org.uk)

We regret that the above Consultation on this topic is exceptionally superficial and clearly indicates that active travel is not going to get both the consideration and the implementation it needs throughout the County. Why on earth would such a consultation be asking about car and motorbike use? Active travel should be a major concern, only below the imperative Climate Emergency, in the future final Local Transport and Connectivity Plan. We have seen a lot of recent media coverage on this topic, but not the kind of investment commitments sufficient to address the long-term under-investment in active travel over decades. Consequently, we have drafted this submission to act as a public nudge to the County to make improvements which are actually implemented.

We submit that this consultation is inadequate and should be withdrawn. Active travel should be strongly promoted by the County Council and a consultation on this subject should reflect this.

What the County Council is considering[[1]](#footnote-1) and the reaction of interested groups is too often very far apart.[[2]](#footnote-2) Worse, it appears the Department for Transport has had to indicate to the County that it failed to obtain more funds at an early stage of its new disbursement process because it failed to fulfil the requirement to create additional space for walking and cycling. It would appear that the County Council is simply not grasping the basic principles and concerns of active travel. These include:

1. Ensuring improved health promotion in the population by increasing walking and cycling at all ages, with a view to reducing pressures on the NHS;
2. Dramatically reducing short-distance car journeys, using modal filters in Low Traffic Neighbourhoods and by the use of Electronic Road Pricing[[3]](#footnote-3);
3. Addressing the Climate Emergency by achieving road traffic reduction of cars particularly on all routes by all means directly available to the County Council and through advocacy;
4. Progressive reductions in urban car parking beginning with areas which have concentrations of air pollution, to push the public into using active travel modes and public transport. This will involve the County working with district councils to achieve building over, above and around car parks public and private: social housing is best for such locations. It should for example, mean the removal of all College and University car parking in Oxford;
5. Over the medium term, we want to see the completion of walking and cycling networks throughout the County to make using these modes of transport easier and safer for all age groups;
6. Ensuring that active travel receives more funds than provision for road-building, road widening, road bridges etc is essential for the Climate and public health;
7. All local councils should strongly advocate hire of electric cars when a car is needed rather than car ownership, as part of cutting car journeys;
8. Pedestrianisation and pedestrian priority areas should be extended or created in urban centres of all sizes, and in any shopping area within a residential community away from its centre;
9. taking space away from road traffic and reallocating it to walking and cycling.

The results of such initiatives would be cleaner air, less noise and much more attractive communities to work, shop and take leisure in than at present.

1. See: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/active-travel> [↑](#footnote-ref-1)
2. Cyclox and OxPA view: <https://www.cyclox.org/index.php/2020/06/03/oxford-campaign-groups-demand-urgent-say-in-allocation-of-3m-covid-19-active-travel-fund/> [↑](#footnote-ref-2)
3. See this in the CATG website. [↑](#footnote-ref-3)