Submission to Central Oxfordshire Travel Plan (deadline 3/10/22) by **COWLEY AREA TRANSPORT GROUP –** [**www.catg.org.uk**](http://www.catg.org.uk)

**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)**

Safer options for walking and cycling   
Reducing congestion   
Improving air quality   
Reliable public transport   
Affordable transport networks

**The Central Oxfordshire Travel Plan outcomes**

**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.**

**The Central Oxfordshire Travel Plan is designed to achieve eight outcomes.**

**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).**

Carbon neutral transport for a carbon neutral city. Prioritising measures and approaches that utilise minimal resources.   
A reduced impact of private vehicles where roads are congestion-free for residents, visitors, and businesses to make essential journeys in zero emission vehicles.   
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.   
A comprehensive, safe cycle network, to rival the best in Europe.   
Beautifully designed streets and public spaces, with clean air.    
An inclusive transport network that improves accessibility for all of our residents.   
A flagship comprehensive zero emission bus network, able to travel at the speed limit 24 hours a day, 7 days a week.

**We now want to know what you think about the outcomes we have identified in the Central Oxfordshire Travel Plan.**

**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.**

Partially Agree

**Do you have any further comment on this outcome?**

Pedestrianisation is very limited in central Oxford. Bus and taxi movements dominate the central area. Non-exhaust emissions from vehicles (tyre and road abrasion particulates, brake pad erosion, movement of surface dust by vehicles) occur in trafficked areas. Bus networks need to be adjusted to permit pedestrianisation of Queens Road, most of St.Giles, all of Broad Street, all of George Street with movement of coach-bus station to Becket Street car park, plus as much of the area between George Street and rail station as practically possible. St Aldates, High Street and Magdalen Bridge should become one continuous traffic free public realm area.This would include creating a 'cargo bike only delivery area,' and cross City E-W, N-S marked cycle tracks making a joined up network. Also, Magdalen Street would be pedestrianised with buses using part of St.Giles to turn around.

**To what extent do you agree or disagree with the outcome: a comprehensive, safe cycle network, to rival the best in Europe?**

Strongly Agree

**Do you have any further comment on this outcome?**

Cycle tracks should be marked in colours as this seems to deter vehicle incursions. Such marking should go through junctions, across bus stop parking areas, etc. A continuous cycle network is vital and is currently missing in Oxford. Junctions and roundabouts need particular attention - as demonstrated by the recent cyclist fatalities in The Plain, at Headley Road junction and on Horspath Driftway.

**To what extent do you agree or disagree with the outcome: beautifully designed streets and public spaces, with clean air?**

Strongly Agree

**Do you have any further comment on this outcome?**

Pedestrianisation on a large scale is needed for this. Trees for shade are essential with water features to help cool the hottest areas down. Oxford has far too high an incidence of asthma and other respiratory problems.

**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?**

Strongly Agree

**Do you have any further comment on this outcome?**

Pedestrianisation is the best solution - with 24/7, 365 days a year control regulations. Oxford's roads are currently overloaded and our neighbourhoods car dominated. Children can no longer play outside and residents cannot socialise freely in their own neighbourhoods, except in LTNs and cul de sacs.

**To what extent do you agree or disagree with the outcome: a carbon neutral transport for a carbon neutral city, prioritising measures and approaches that utilise minimal resources?**

Strongly Agree

**Do you have any further comment on this outcome?**

Imperative. Car parking space reduction should be stepped up in the central area. Means of reducing the impact of the Westgate car park on the surrounding area should be investigated and implemented. The Zero Emissions Zone should be extended to incorporate the whole central area of the city from South Parks Road to the High Street and from Longwall to Frideswide Square. Charges should be replaced with fines and there should be far fewer exemptions.

**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?**

Strongly Agree

**Do you have any further comment on this outcome?**

This would mean turning empty shops into non-commercial uses to meet more needs. For example: Citizens Advice; charity shops; community-supported cafes in locations where they do not exist; general council support by direct grant and fundraising advice to increase paid staffing in community centres and similar to increase their effectiveness/roles. Oxford needs a much better spread of shops. It is startling how many things cannot be bought, or only with great difficulty, in a multi cultural city - contributing to online sales.

**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?**

Strongly Agree

**Do you have any further comment on this outcome?**

Full implementation of additional bus gates as suggested with very limited exemptions: buses, taxis, emergency vehicles. Safety includes public health improvement by radically cutting tailpipe and non-exhaust emissions of vehicles by substantially discouraging movement of vehicles. This also serves the goal of cutting greenhouse gas emissions. Careful attention to safety of cyclists and pedestrians at junctions and roundabouts is needed,

**To what extent do you agree or disagree with the outcome: an inclusive transport network that improves accessibility for all of our residents?**

Strongly Agree

**Do you have any further comment on this outcome?**

Accessibility of public transport itself. Rat-running cars through residential areas is not about 'accessibility.' Provision of far more benches in the central areas for the mobility impaired. Far more cycle parking in the central area, In particular more provision of secure cycle parking. CCTV near cycle parking to reduce cycle theft. NB: Mobility is not a 'good'. It can mean limited contacts in one's own locality/limited use of local enterprises-facilities. SEE: John Whitelegg - MOBILITY, 2016.

**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.**

**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

**Do you have any other comments or feedback on the Avoid/Shift/Improve approach?**

Remote working should be promoted by County and City Councils working in conjunction.

**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**](https://emails.engagementhq.com/ls/click?upn=9vcdD193qA8wVAWAMcxkDQUOcmyz25ASx2uzFQZq2YReC9zmWWyh2GL7jNpqRx9Jw9foL5JS5HyykVlXZRCHybpS2-2F0F7aTZpiEcyYSCJ0UBU-2B-2FTEVPOipn-2B-2F2V9C0W94Syvrj1owBufDEZ26QG55uFi0MDYAr9z8ZJQwI7OkwUFh9j1-2B0vKbbq1qUG84slaee3Z_BU88X-2Fcrex9ppM9NMQyzZYmaY2EWWn-2BcVfb5Az-2F47B3Z7R1aj9AM1JPiJRK-2BlQLR1dKUvn3oEWWnQxuXmiHCXIhEthXYU2Vb8a0-2FAa2eRur3-2BKwy4DZY-2Fk0Ipp4SzKy5NnEKSHa2HyOVWYOmBV0VbbPymeSwEXEVSBmqBIkzP-2BScJe3pctpJDyg4JlSi49pgreXTcnGQICD46DUtQ0JdGZJEq2ji9-2BLc5kHMsxgp8-2BeUP8w4dWQiIXJWUc8HnrJmMPm22WiTxl4vVqZQkhvRJlCblICYYX0cOytgwki08Ck7dc6WSjXhizHXxmKfBBvM)**). You can click the link and the document will open in a new browser tab.**

**Which area of interest would you like to respond to? (You will have the chance to respond to other actions later if you wish). Please choose ‘next question’ if you don’t want to comment on any other actions.**

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?**

This refers to tailpipe emissions only, and therefore to creating an Ultra Low Emissions Zone for vehicles. Emissions from buildings are not included. ULEZ terms should be used

**Action 2 – A set of strategic traffic filters for locations across Oxford.**

**Do you have any feedback on Action 2?**

We agree with traffic filters, referring to Bus Gates with cameras - permitting through movement of buses, taxis and emergency vehicles only.

**Would you like to respond to any other actions from the draft plan? Please choose ‘next question’ if you don’t want to comment on any of these actions.**

Bus and rail improvements

**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?**

A workplace parking levy should include enterprises outside the Oxford ring road but within the City cordon. Very large car parking areas such as those at BMW and Unipart in the east need exemplary action to reduce traffic movements. We agree with full CPZ coverage of the City, and more LTNs and other traffic reduction measures.

**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?**

Full coverage of CPZs for City as a whole.

**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?**

Wrong action. Since traffic needs to be reduced on Climate, air quality, noise, safety and inconvenience grounds, the City should proceed to reduce car parking in the central area of Oxford particularly. We commend building apartments above car parks: very low cost housing only eg council, housing association, keyworker shared ownership.

**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?**

Agreed.

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

**Do you have any feedback on Action 7?**

Car parking is too cheap. Since Councils are badly restricted in income, this particular income stream should be increased. The councils should aim to increase car parking income despite appreciable annual reductions in car parking.

**Would you like to respond to any other actions from the draft plan? Please choose ‘next question’ if you don’t want to comment on any of these actions.**

Congestion and air quality

**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:**

**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?**

A clear and unambiguous aim that walking and cycling routes should be connected not broken networks is needed. Progressive extension of pedestrianisation to facilitate this.

**Action 9 – Deliver a wayfinding (directional signage) scheme across central Oxfordshire’s active travel network.**

**Do you have any feedback on Action 9?**

Agreed. Current signage is variable.

**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?**

This will require accepting high spending options on some roundabouts. This could include pedestrian and bike bridges and/or tunnels eg Wolvercote/Cutteslow.

**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?**

Cycle parking for ebikes is a security not yet recognised in police crime figures. TVP do not separate ebike thefts from ordinary bike thefts, despite big differences in bike value. A larger number of secure bike parking cycle hangars (see Brighton's work on this) is needed. Secure bike parking at the rail station is desirable.

**Would you like to respond to any other actions from the draft plan? Please choose ‘next question’ if you don’t want to comment on any of these actions.**

Congestion and air quality

**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:**

**o Bicester and Didcot**

**o Oxford and Hanborough**

**o 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?**

Subject to giving priority for space to cycle tracks and walking networks.

**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?**

Bring forward Zero tailpipe emission bus fleet to 2026 latest.

**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?**

Limited ambition. Re-open Oxford to Witney-Carterton line; re-open all other disused rail lines including those with barriers which will need action.

**Would you like to respond to any other actions from the draft plan? Please choose ‘next question’ if you don’t want to comment on any of these actions.**

Transport connectivity

**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.**

**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?**

In principle, but such locations must not have car parking or they will become magnets for cars: a general problem of having Park and Ride sites, best addressed by reducing parking availability over time in favour of other uses, eg housing, so that those travelling are pushed towards public transport use.

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

**Do you have any feedback on this suggested action?**

Yes. Dispersal to many small sites esp lay-bys is a necessary step to avoid destructive greenfield site use.

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

**Do you have any feedback on this suggested action?**

Creating a zone in which only HGVs and similar with best standard rear and side views can enter, for Oxford as a whole.

**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?**

20 minutes is walkable for most people, and cycleable for many. So Active Travel is basic to this point. What will be done to reduce car journeys to and from supermarkets? Promotion by councils of deliveries from such businesses is one possibility, but would discriminate against smaller businesses which survive the cost of living crisis.

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

**Do you have any feedback on this suggested action?**

Pedestrianisation should be ambitious, with short, medium and long-term aims to transform the central area. Given terrible traffic conditions around Templars Square, Cowley, progressive reductions in car parking in this vicinity are needed eg. limiting it to the John Allen Centre car park as a goal.

**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?**

The City Centre is wholly unsuitable for coach drop offs in any location. If the Coach station is moved from Gloucester Green to the Becket Street car park, then coaches should drop off there. Additional parking/drop offs could include better use of BMW-Unipart car parks in eastern Oxford. Our view is that coach passengers can walk, can take taxis and could see parts of the City other than the Centre.

**Would you like to respond to any other actions from the draft plan? Please choose ‘next question’ if you don’t want to comment on any of these actions.**

Next question

**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?**

Escooters have become the new bike hire dumping problem. Far too many are left in inappropriate locations. An assessment is needed of how more escooters may impact on walking and cycling routes; and to what extent their use is a health promotion 'fail' compared to Active Travel. Accident data, eg from London, needs to be considered for practical responses.

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

**Do you have any feedback on this suggested action?**

Agreed.

**Would you like to respond to any other actions from the draft plan? Please choose ‘next question’ if you don’t want to comment on any of these actions.**

Transport connectivity

**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 |
| Road highways maintenance condition | Percentage of roads in good/fair/poor condition |
| Percentage of pavements and cycleways in good/fair/poor condition. |
| **To what extent do you agree or disagree with the key performance indicators for the Central Oxfordshire plan?** | |

Strongly Agree

**Do you have any other feedback on the key performance indicators for the Central Oxfordshire Travel Plan?**

Physical activity is undermined by escooter use. So extending its coverage contradicts intended indicator(s) above.

**After taking part in this consultation do you have a better understanding of the transport plans for the Central Oxfordshire area?**

Yes

**Do you have any other feedback or comments on the draft Central Oxfordshire Travel Plan?**

Electronic Road Pricing for Oxford is still needed to fund the whole system. SEE: our report, under REPORTS, at www.catg.org.uk There is no clear policy on vans or indeed on delivery vehicles. Whilst cargo and ecargo bikes may reduce their numbers, a post-recession Oxford may once again experience a surge in such vehicles.

We are concerned about possible watering down of LTNs or extensive Bus Gate exemptions. See: 'If ANPR is the solution, what is the problem' 22 8 2022: www.liveablecowley.org.uk/if-anpr-is-the-solution-what-is-the-problem/ Also, despite the appalling error of permitting Oxford North, the City and County still need to challenge the Govt's housing figures to keep traffic expansion down throughout Oxfordshire. Oxford City has not committed itself to make housing a brownfield issue: it must use: empty shops, offices, and all empty and 2nd homes. It should re-visit the allocation of land in industrial estates in two ways: one, re-allocating long-term empty sites to homes, re-allocating long-term empty buildings to re-use as homes or removal and replacement by homes. Facilities must be embedded in such developments.

County and City should oppose any trunk road building in the County as money is needed for Active Travel and ERP. New or refurbished homes should be traffic free by covenant and without car parking space. Delivery-drop off spaces must be marked as such with penalties for parking being enforced. Construction/Utility entry to such areas should be very restricted. We regret that the Travel Plan does not envisage a Pavement Parking Ban, an essential measure to discourage levels of car ownership and use.

**Please say whether you are:**

a representative of a group or organisation

**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.**

Cowley Area Transport Group - www.catg.org.uk Organisers of network: Hazel and Steve Dawe

**If you live in Oxfordshire which district do you live in?**

Oxford City

**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**

OX3 7

**What is your age?**

65-74

**What is your sex...?**

Male

**What is your ethnic group?**

White (British, Irish, Scottish or any other white background)

**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?**

No

**How did you find out about this consultation? (Please tick all that apply)**

Facebook   
Twitter   
Email from Oxfordshire county council   
Local news item (newspaper, online, radio, tv)

**Would you like to sign up?**

Yes

**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:**

stevedawe@gn.apc.org

Thanks again

Let's Talk Oxfordshire