

**Oxford Civic Society
Transport Symposium 12 November 2011**

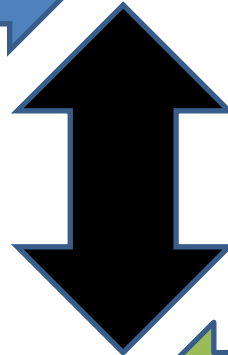
***Transport in Oxford:
The Broader, Longer View***

Peter Headicar

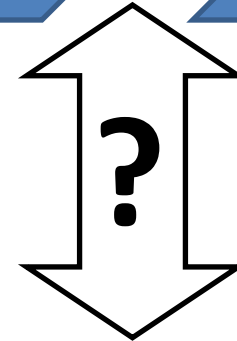
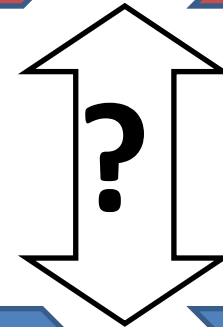
Changes in population and travel



BTP/Oxford Transport Strategy



Projections



?

?

Climate change target



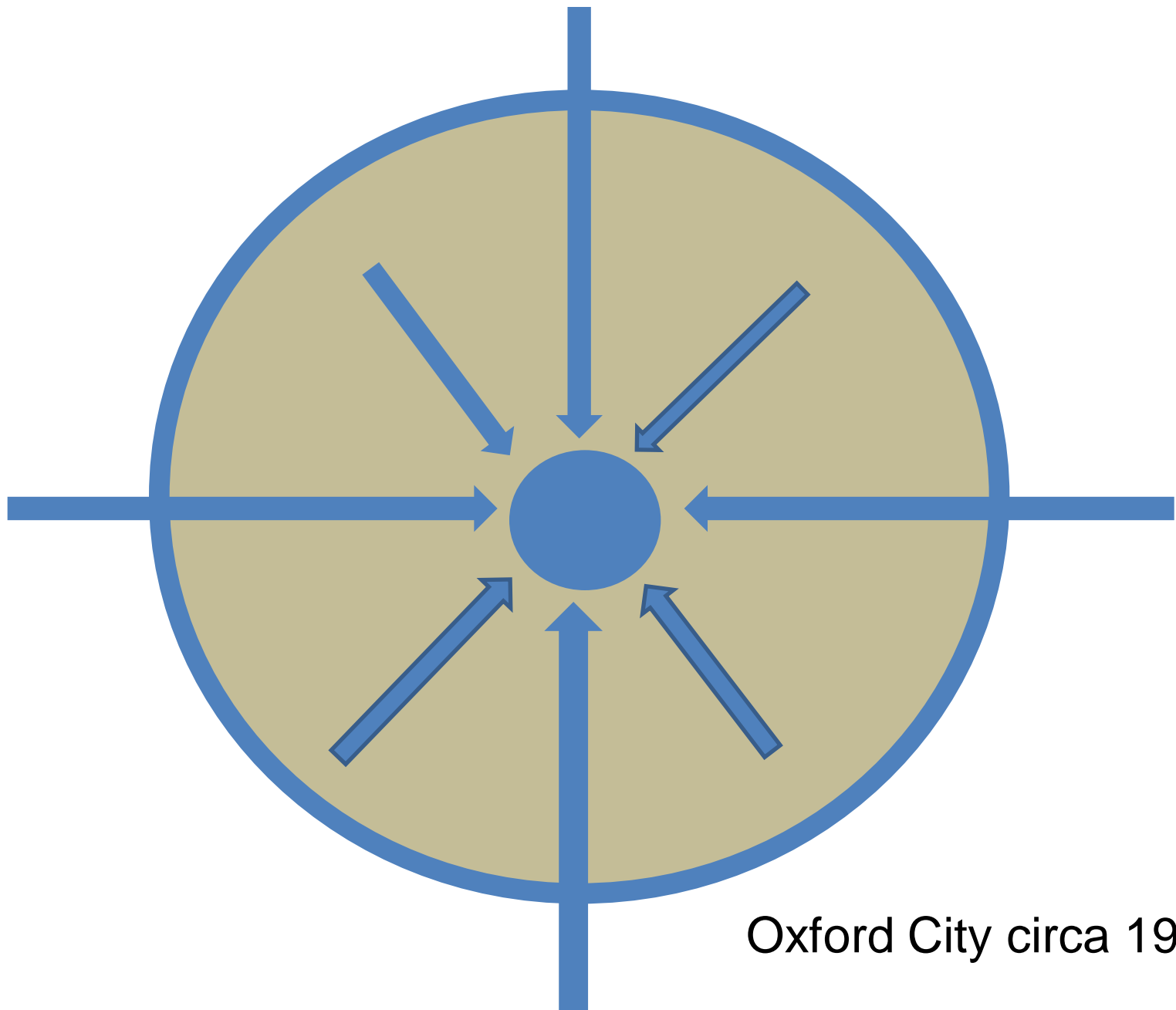
1973

2011

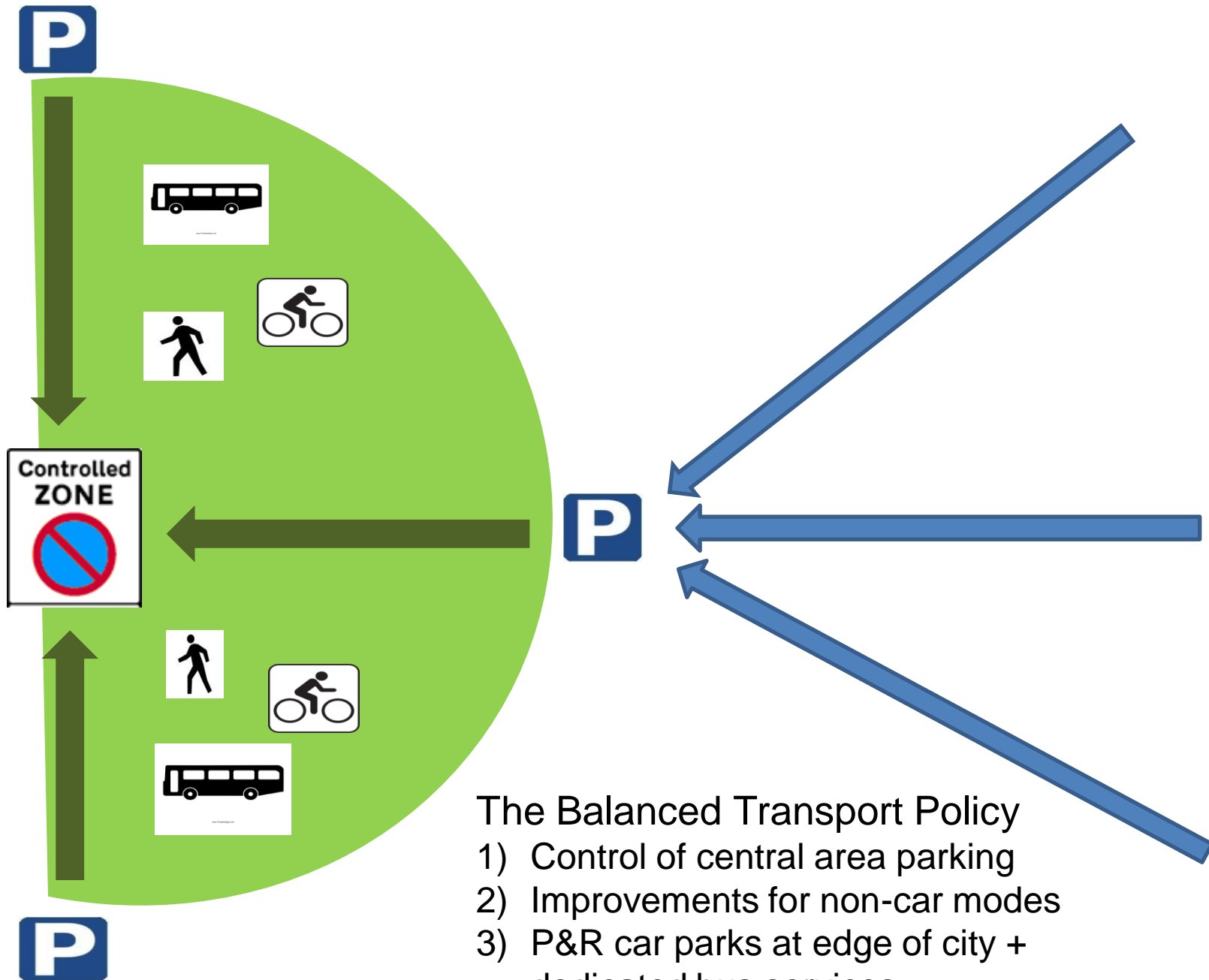
2050



Cornmarket Street
Circa 1970

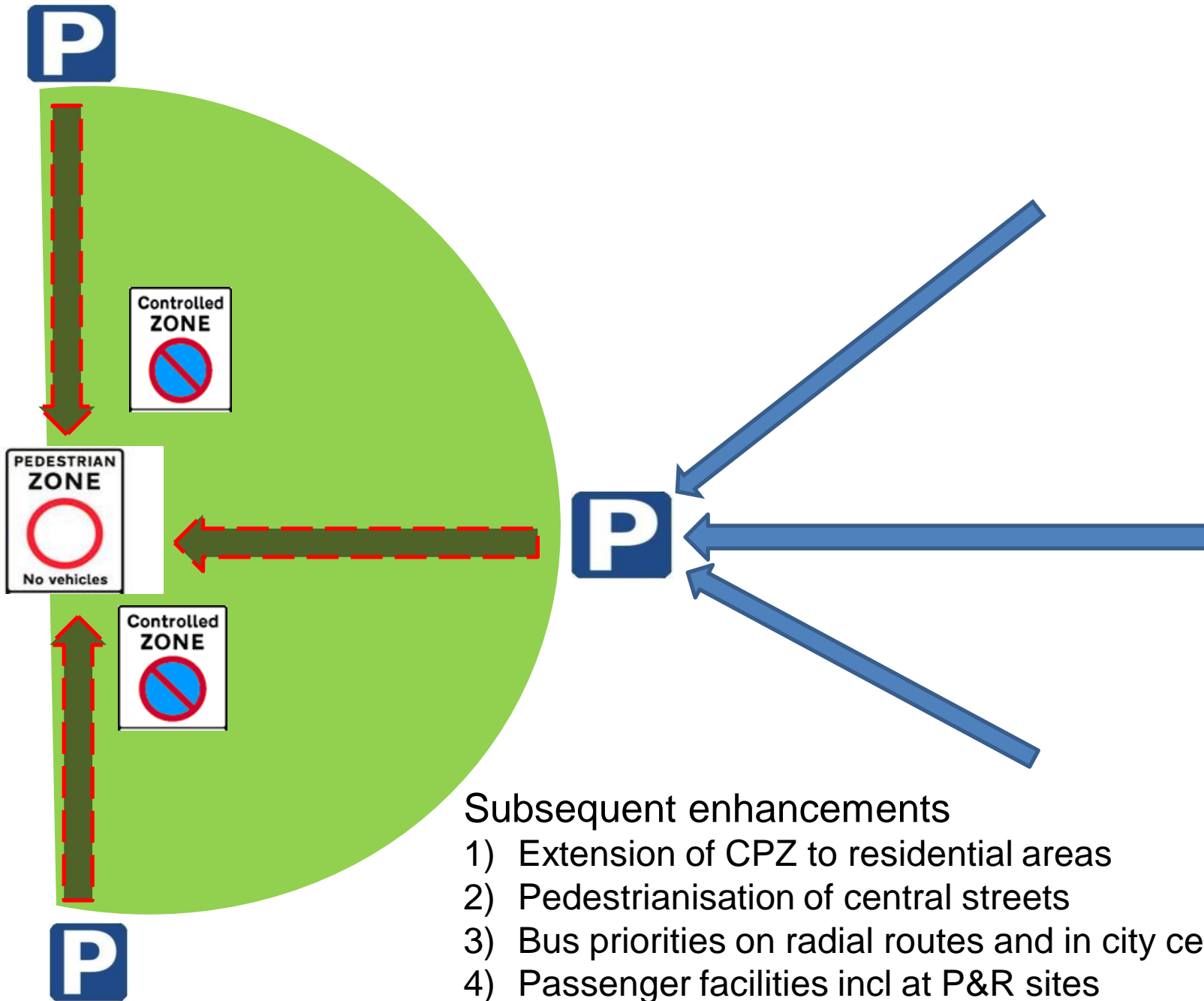


Oxford City circa 1970



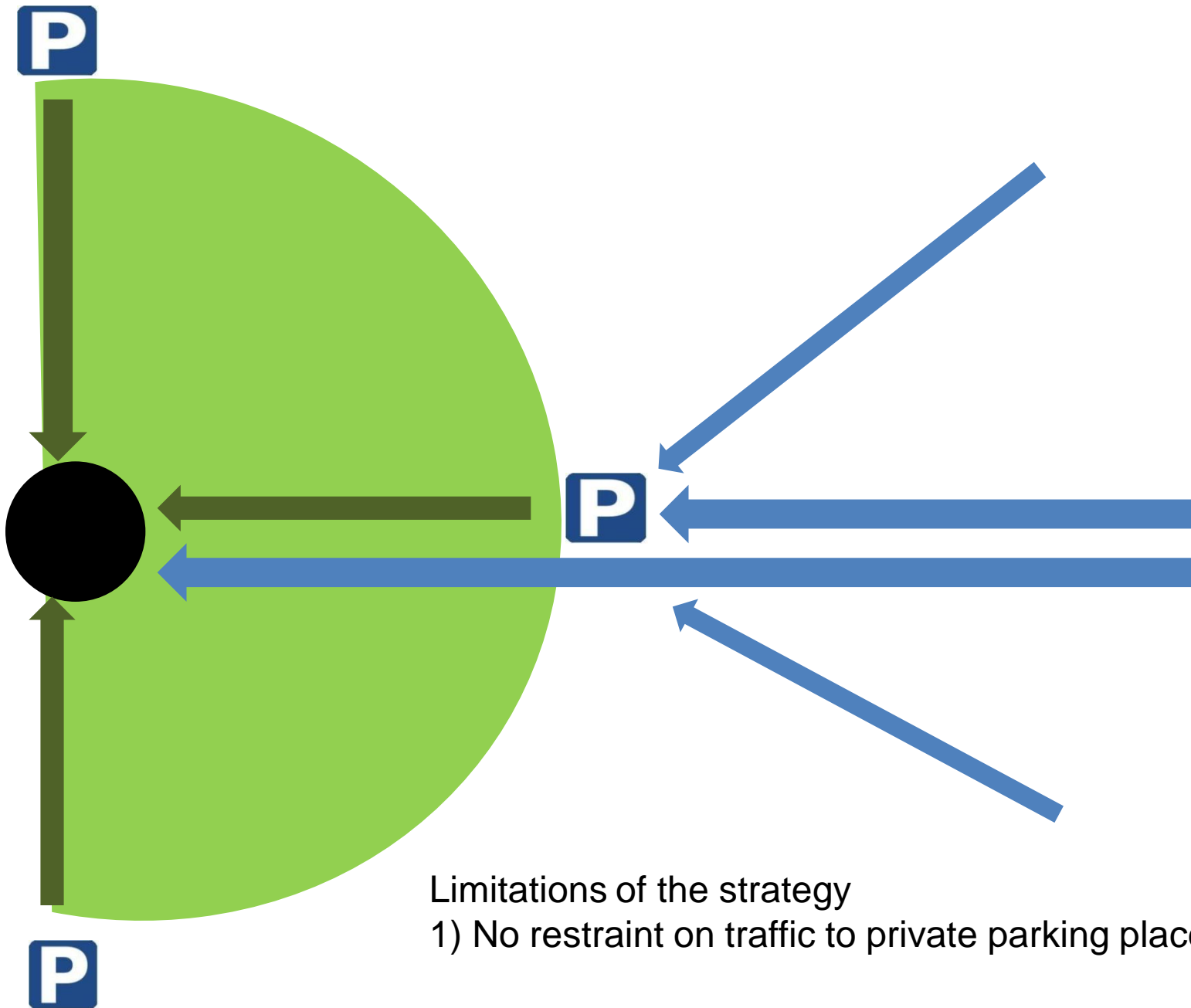
The Balanced Transport Policy

- 1) Control of central area parking
- 2) Improvements for non-car modes
- 3) P&R car parks at edge of city + dedicated bus services

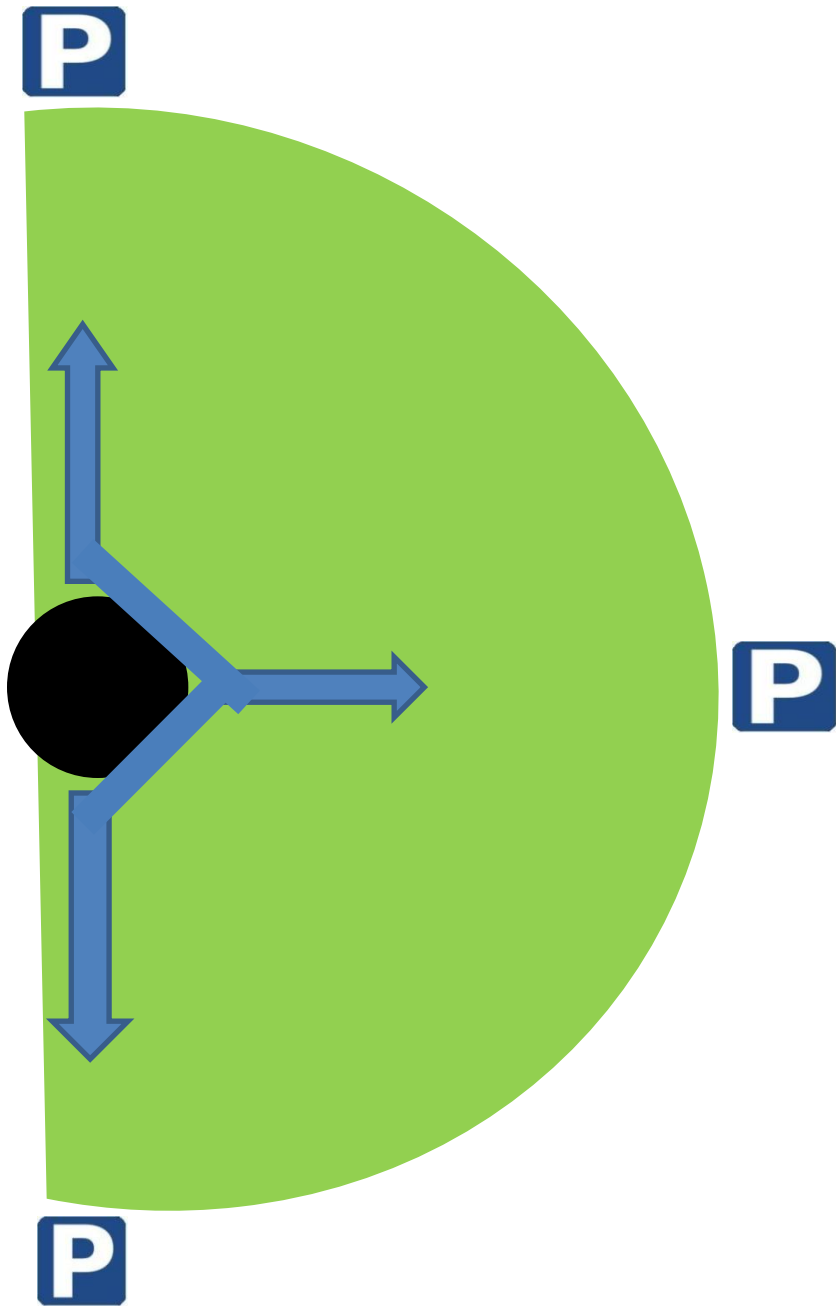


Subsequent enhancements

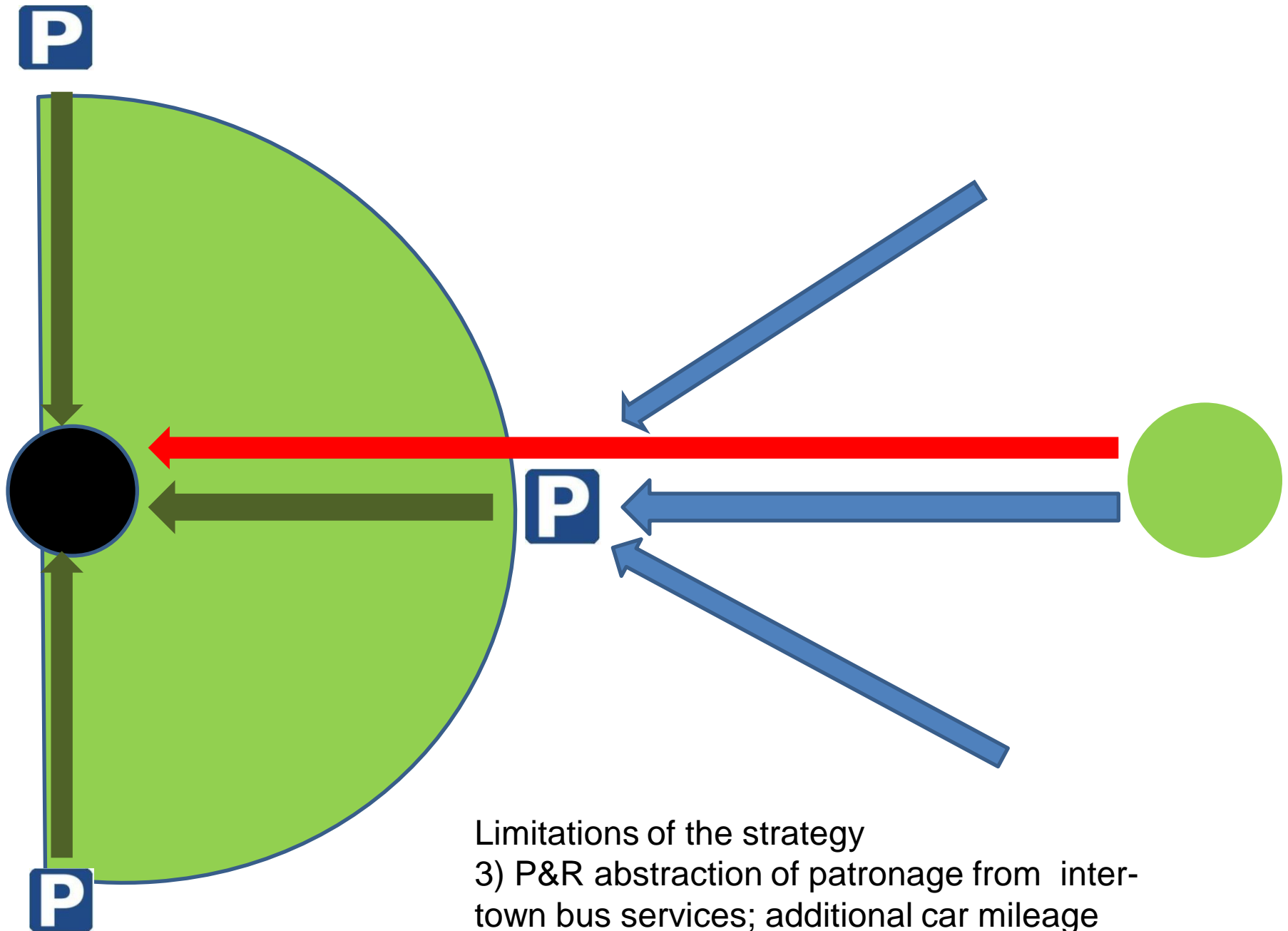
- 1) Extension of CPZ to residential areas
- 2) Pedestrianisation of central streets
- 3) Bus priorities on radial routes and in city centre
- 4) Passenger facilities incl at P&R sites

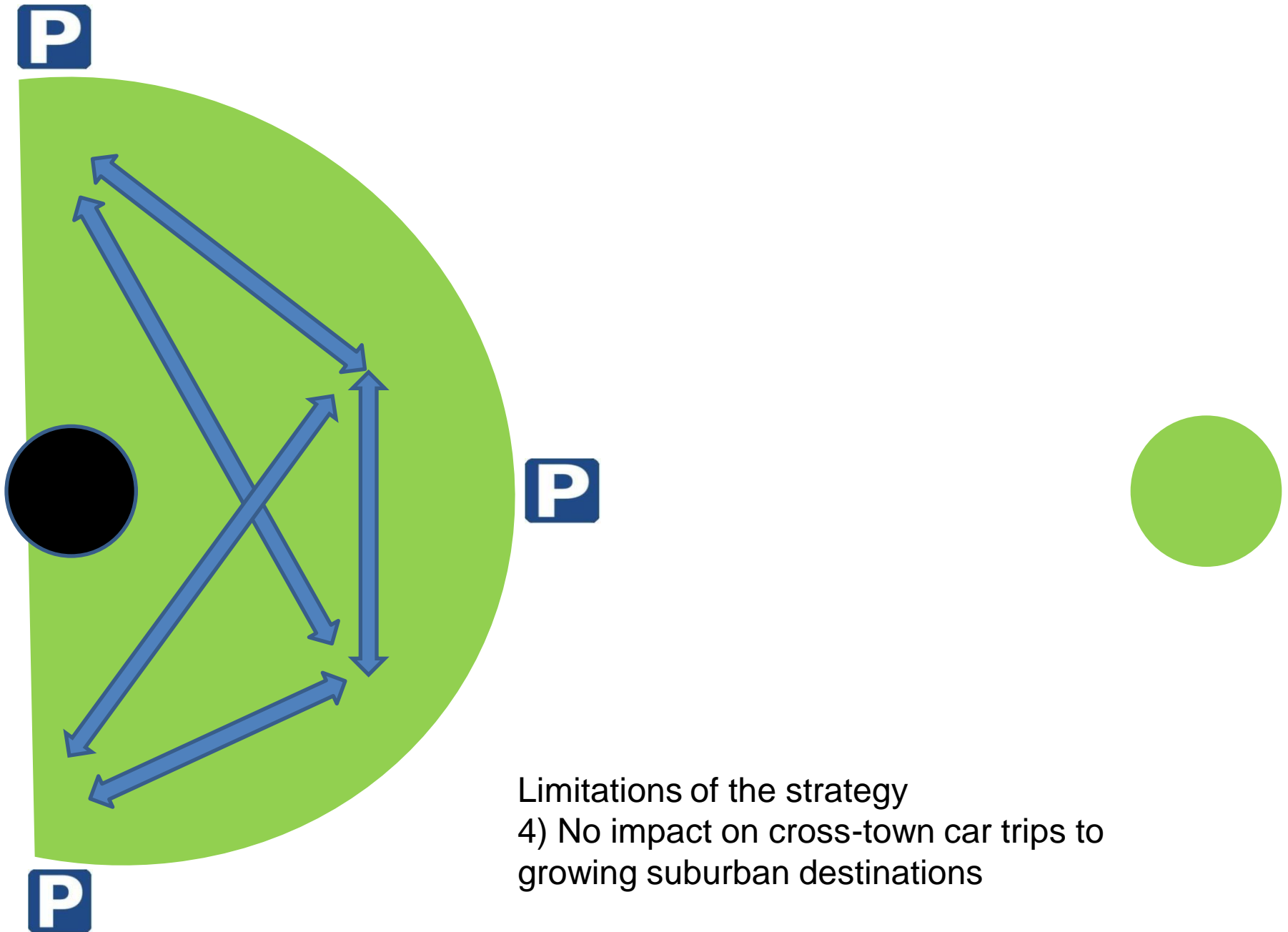


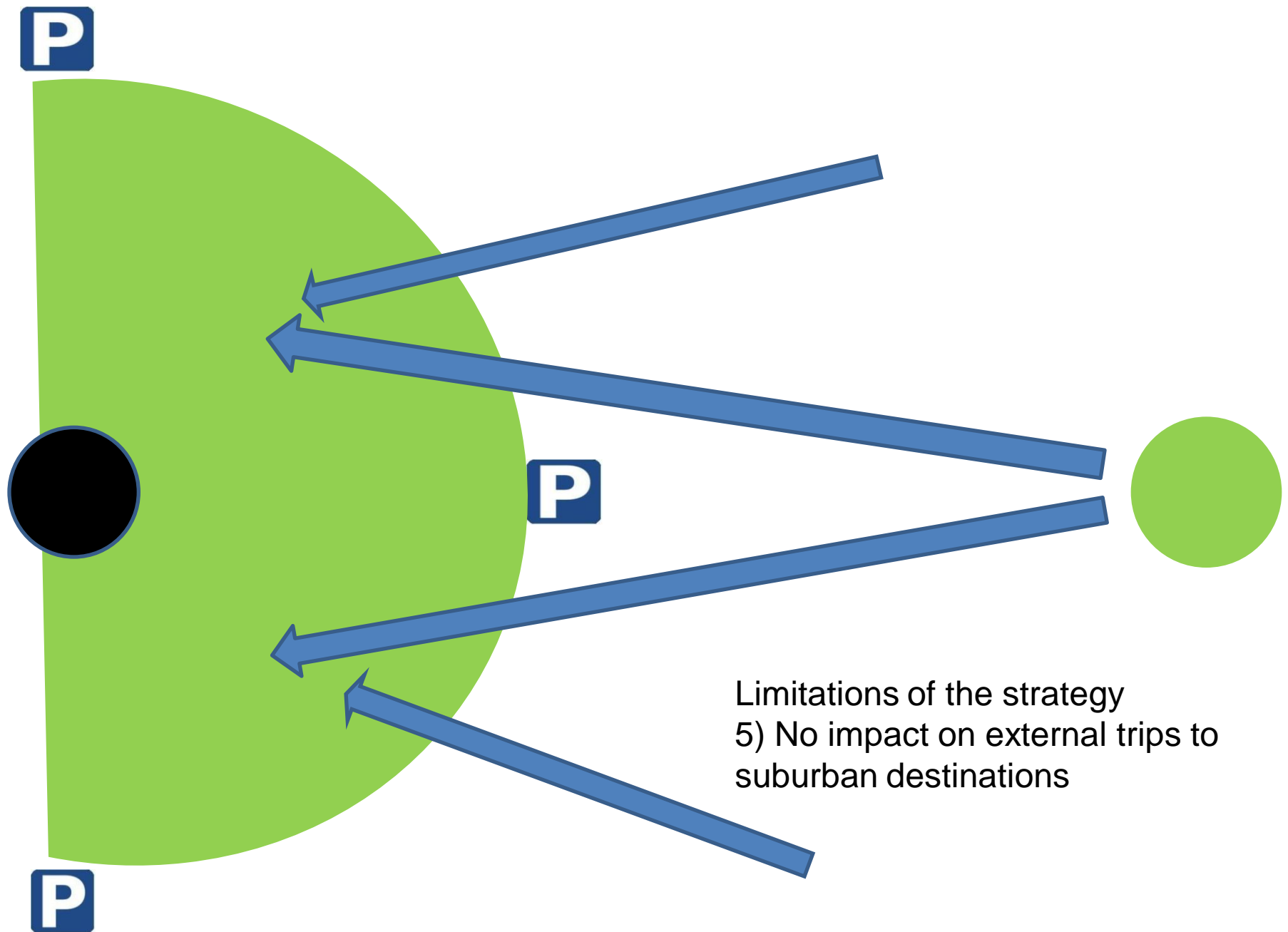
Limitations of the strategy
1) No restraint on traffic to private parking places

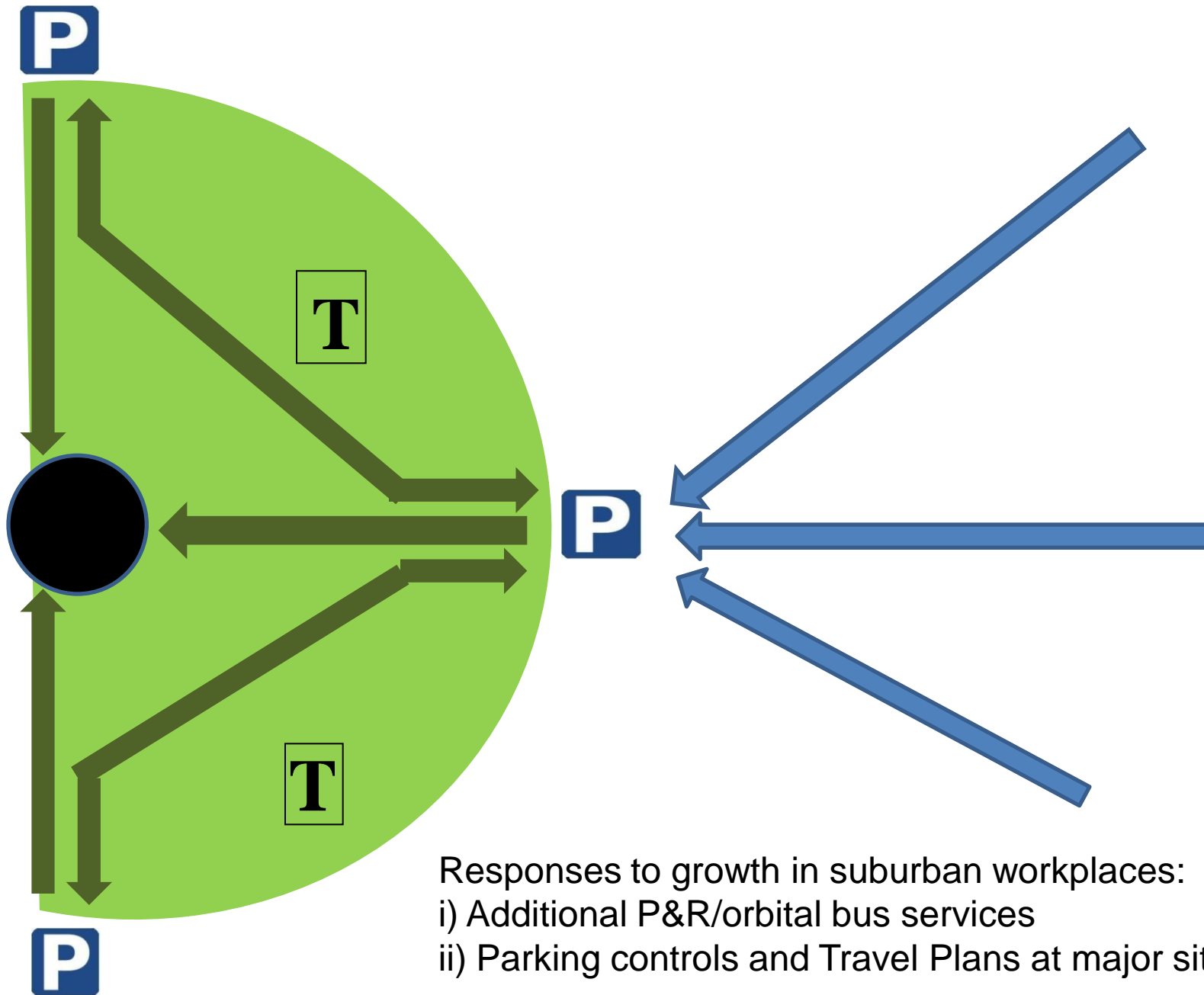


Limitations of the strategy
2) No restraint on cross-centre traffic
around pedestrianised core



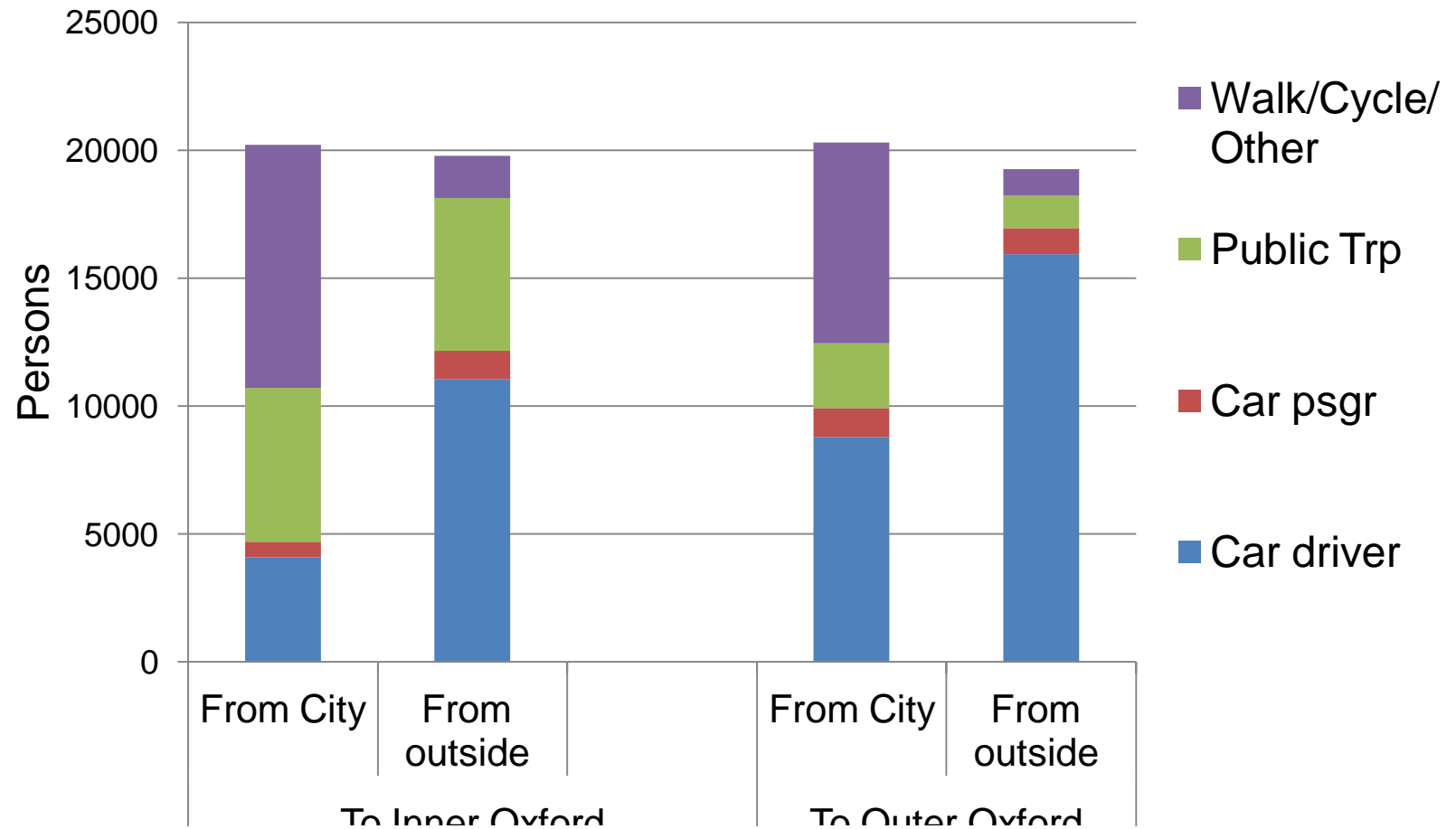




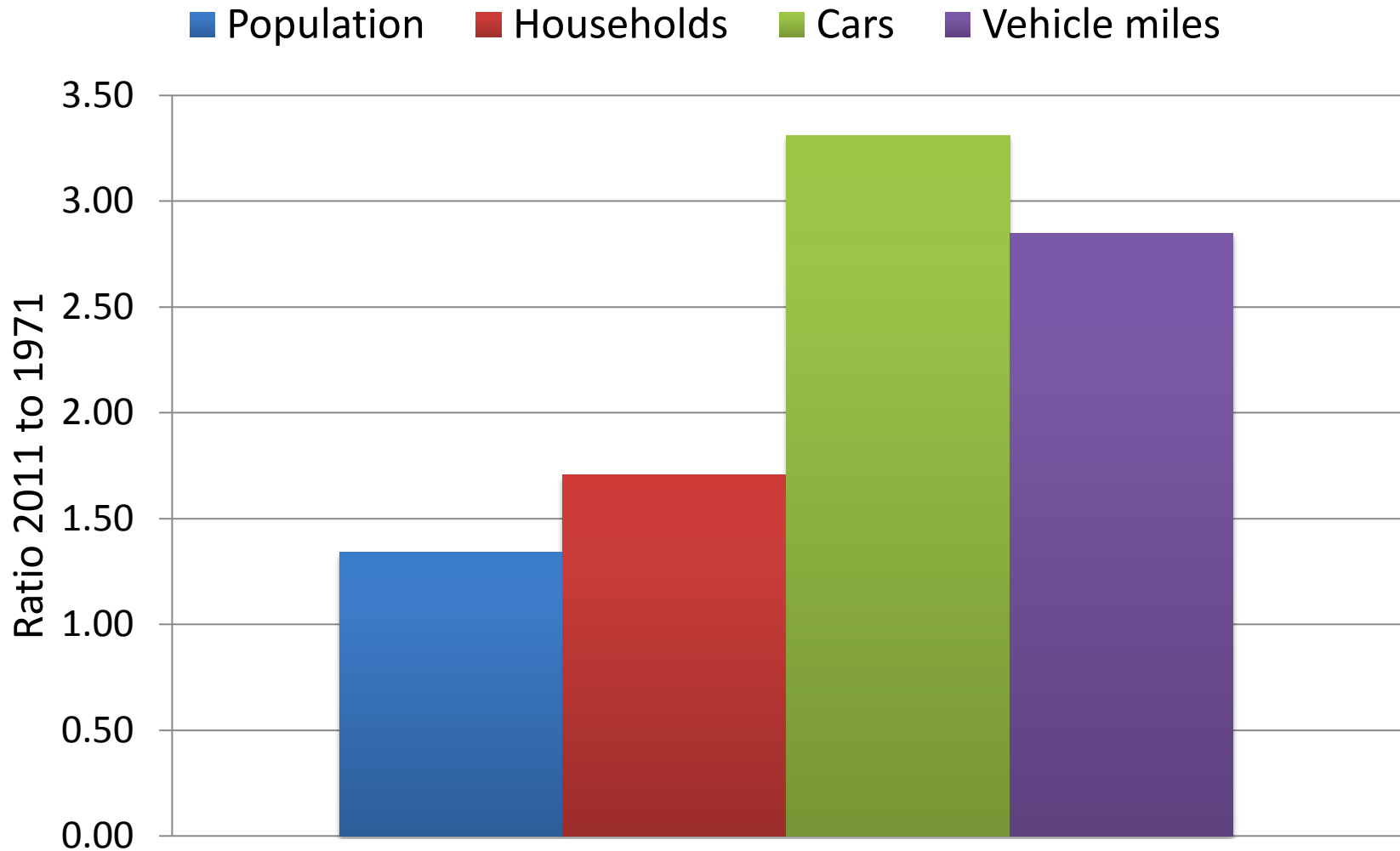


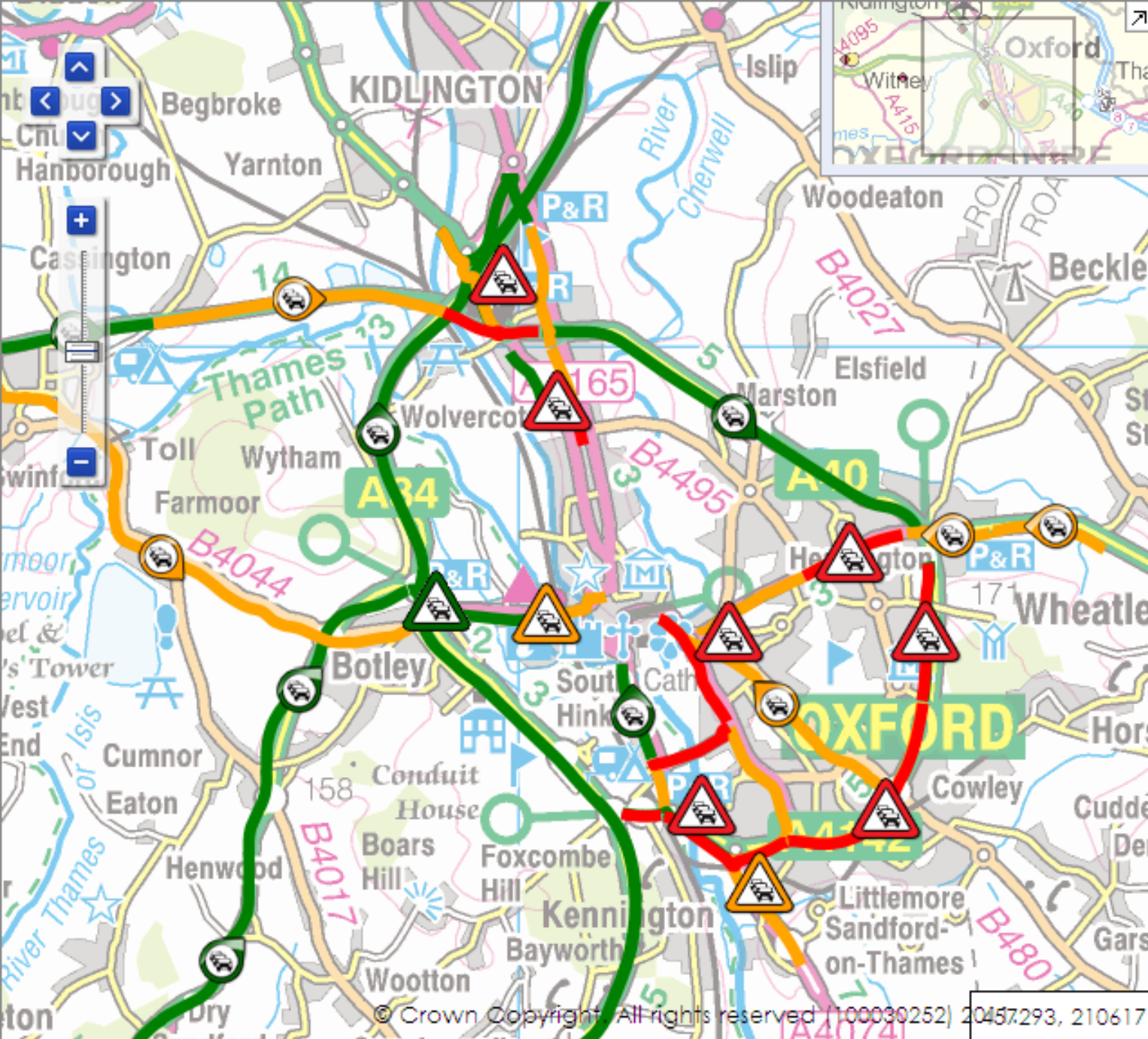
Responses to growth in suburban workplaces:
i) Additional P&R/orbital bus services
ii) Parking controls and Travel Plans at major sites

Travel to workplaces in Oxford City by main mode to Inner Oxford (LH columns) and Outer Oxford (RH)



Oxfordshire : change 1971 to 2011





Last refresh time :
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 **OXFORDSHIRE
COUNTY COUNCIL**
www.oxfordshire.gov.uk
Working for...

Travel map options

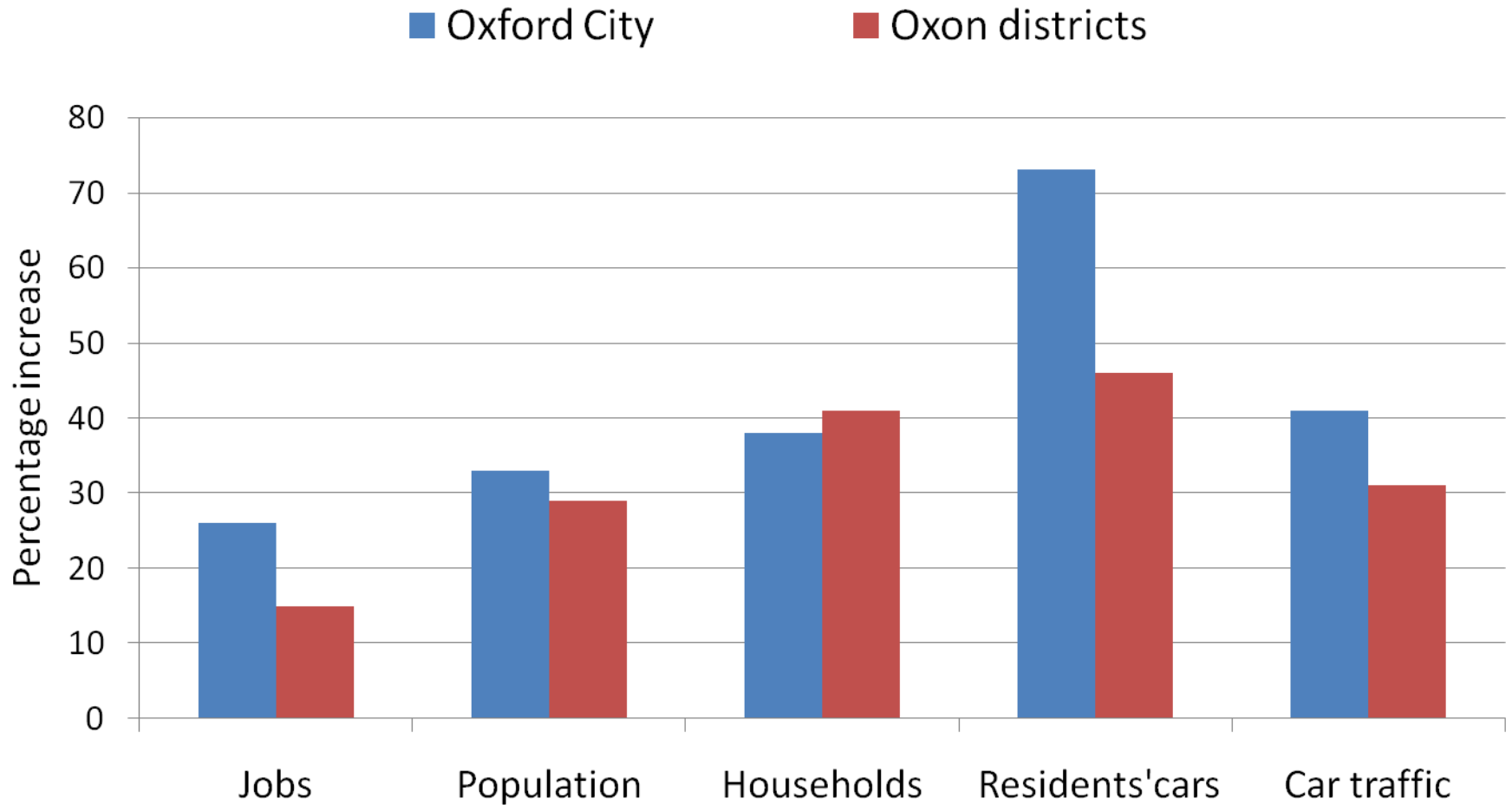
- ☐ Current disruptions
- ☒ Traffic congestion
- ☐ Incidents and accidents
- ☐ Public transport service disruptions
- ☐ Events
- ☐ Park and Ride car parks
- ☐ Roadworks
- ☐ Public transport
- ☐ Traffic signals
- ☐ Information signs

Transport layers

- ☐ Gritting routes

Other layers

Projected change over 40 years (2001-2041)



Elephant no 1 :
no money for improvements in sustainable travel!

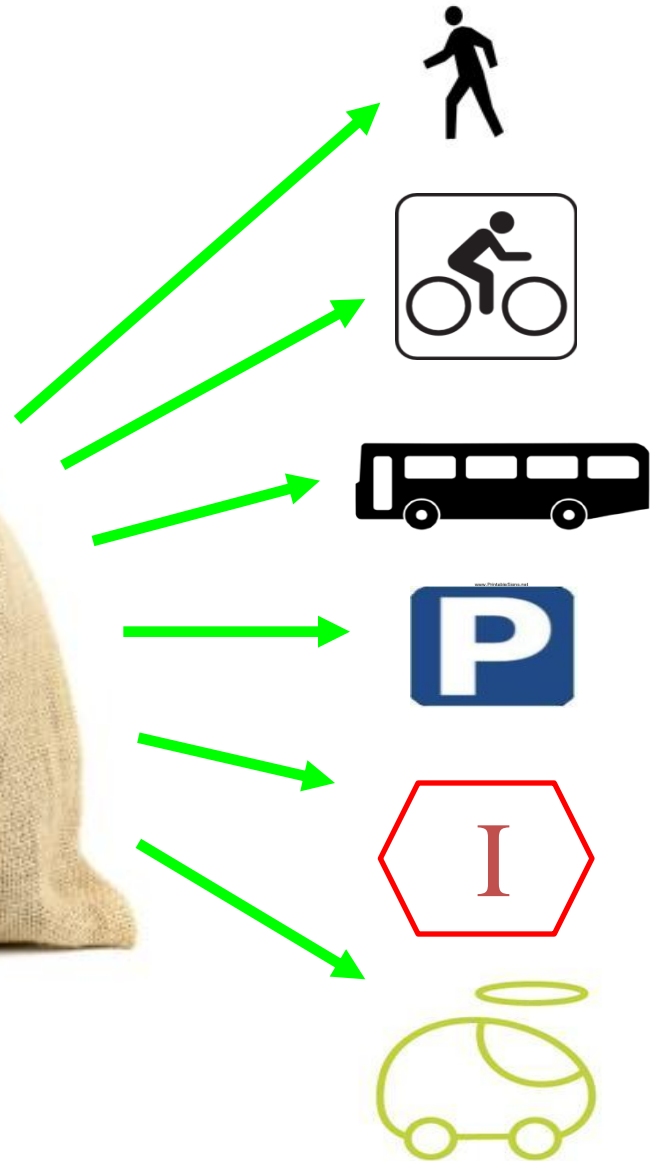
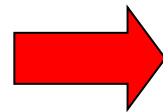


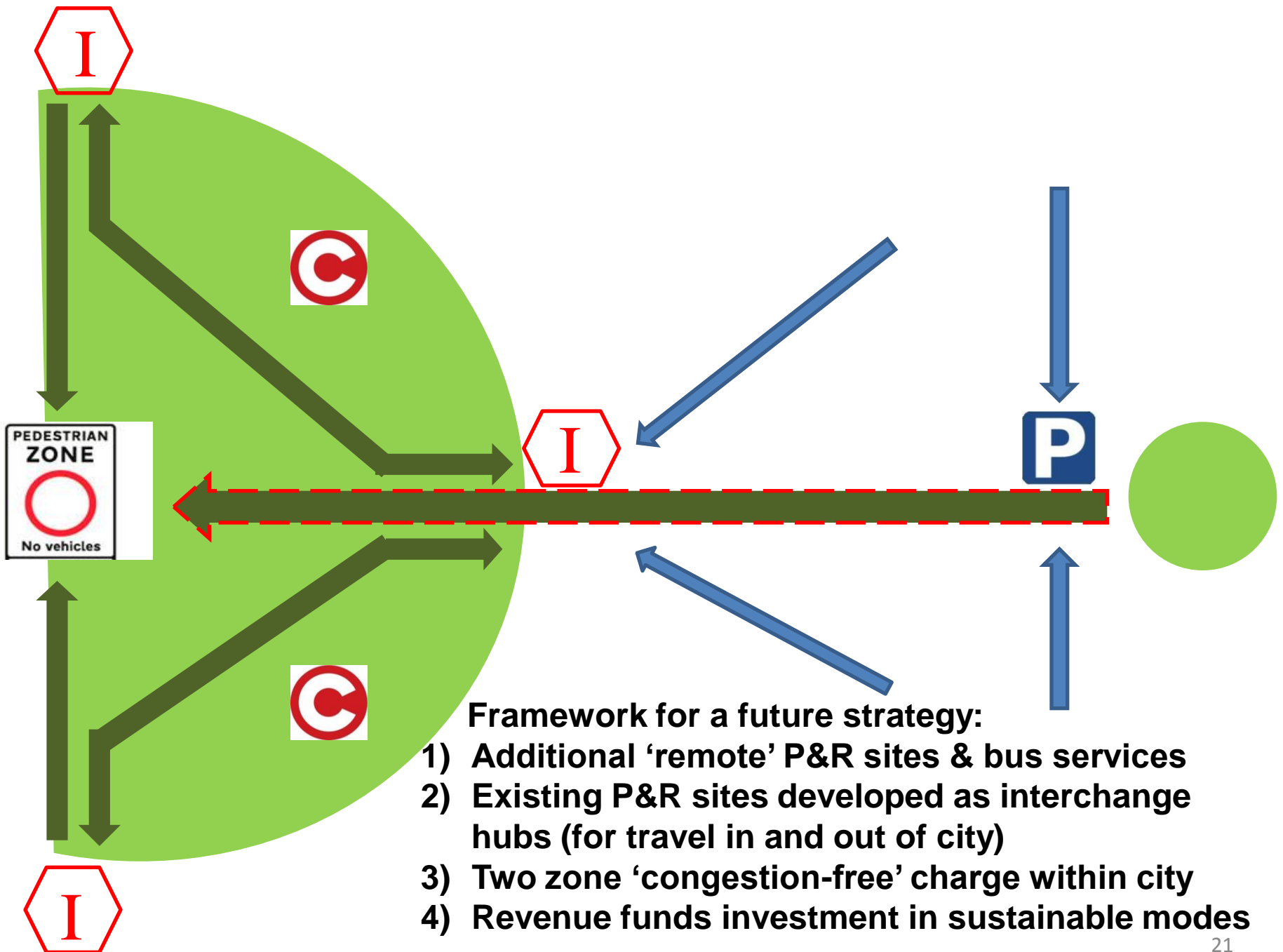
Elephant no 2 :
Little impact on car ownership and use anyway...



But there is potential for a productive partnership!







Contribution to CO2 reduction

1. Removal of pervasive congestion
2. Reduction in overall vehicle mileage
3. Charging tariff to incorporate discounts for low emission and car club vehicles
4. Encouragement of long term shift in car owning habits and more discriminating vehicle use



Cornmarket Street
Circa 1970

Cornmarket Street 2011

