Monitoring Report 2024-2025

Local Transport and Connectivity Plan

LTCP Monitoring Officers (interim)

Oxfordshire County Council

14 January 2026

Document information

Title	Monitoring Report 2024-2025 Local Transport and Connectivity Plan
First published	-
Status	Draft
Enquiries	LTCP5@Oxfordshire.gov.uk

Version control

Version	Date	Changes
Draft V1	29 August 2025	-
Draft V2	21 November 2025	Preliminary review by members
Final Draft V3	14 January 2026	Final review by senior management and Informal Cabinet

Contents

1. Active Travel England Capability Rating – 2025 Assessment

Oxfordshire County Council has achieved a Level 3 active travel capability rating in the Government's 2025 assessment, reflecting strong local leadership, high-quality scheme delivery, and the presence of a substantial countywide network for walking, wheeling and cycling.

This upgrade places Oxfordshire among only nine local authorities, at a national level, to improve their rating in 2025, and one of just two in the South East, demonstrating significant progress from its previous Level 2 status.

The Level 3 rating also unlocks more than £20 million in Active Travel England funding over the 2026–2030 period, supporting further improvements to pedestrian, mobility-aided and cycling infrastructure.

According to Active Travel England assessors, the Council's submission showed high quality and clear evidence of effective network planning and delivery, helping advance national aims for 50% of local trips in towns and cities to be walked, wheeled or cycled by 2030.

2. Headline Targets

2.1. Dashboard

Progress made on delivering the headline targets is summarised in the following sections. Data sources for all targets and KPIs can be found in Appendix 1.

A bespoke framework to monitor car trips was developed in 2023. It is important to note that the car trip monitoring uses a proxy and not an absolute measure of the number of car trips. It allows us to understand the percentage change from a sample of car trips but does not provide an overall countywide figure. Due to changes in data collection locations since 2019 we have also had to establish a new baseline year to enable statistically robust comparison to previous years. Further technical information about the methodology can be found in Appendix 2.

	Baseline Value (2019)	Current Value	Trend	Status	Outlook
2030					
Replace or remove 1 out of 4 current car trips	n/a	+ 6% (2024-2025)			Rising public transport costs and frozen fuel taxation continue to incentivise private car use amid population growth. However, the council is implementing and planning several measures aimed reducing dependency on car usage and influence travel behaviour. Such as what has been implemented in the Oxford central area. This will be explored through the emerging Movement and Place Plans (MAP Plans).
Reduce car vehicle miles driven in Oxfordshire by 20%	3.86 Billion vehicle miles	3.67 (2024)			The pandemic created a 'new normal', with remote working reducing the need to commute regularly (i.e. 5 days per week). The effects and impact of key transportation projects will likely become more evident in future monitoring reports.
Increase the number of cycle trips per week in Oxfordshire	630,000 cycle trips per week	496,000 (2023)			Cycle trips require time to recover, particularly following the shift to remote working. The reduction in cycling trips does not indicate a decline in cycle provision, as trip numbers have been more heavily influenced by changes in commuting patterns.

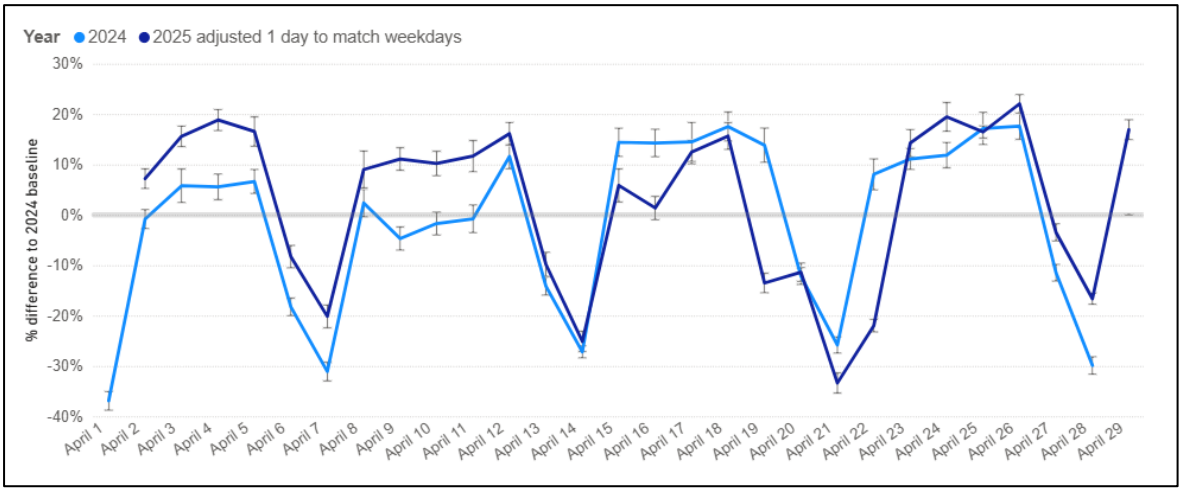
Reduce road fatalities or serious injuries by 50%	233 KSI Casualties	260 (2024)			The baseline year reflects pre-COVID conditions and is limited to a single year. While 20mph zones are expected to reduce KSIs in populated areas, higher-segment rural roads require attention.

	Baseline Value (2019)	Current Value		Trend	Status	Outlook
2040						
Deliver a net-zero transport network	1,314 kt CO2e	1,149	(2023)			The pandemic led to temporary reductions in emissions. While some emissions rebounded post-2021, virtual meetings and hybrid work have sustained lower travel-related emissions.
Replace or remove an additional 1 out of 3 current car trips in Oxfordshire			See above			
2050						
Deliver a transport network that contributes to a climate positive future			See above			
Have zero, or as close as possible, road fatalities or serious injuries			See above			

2.2. Car usage

2.2.1. Replace or remove 1 out of 4 current car trips

OVERVIEW	**Status: At Risk** ⚠
Baseline value (2019):	n/a
Current value (2025):	+ 6% change between 2024 and 2025
Target value (2030):	- 25% change
Data source:	OCC car trip monitoring framework with INRIX trips and pathways dataset, Vivacity sensors and Automatic Traffic Count Data



Description:	• The graph illustrates the percentage change in car trips between April 2024 and April 2025. The light blue line represents car trip patterns from 2024 while the dark blue line depicts car trips in April 2025, adjusted to align with weekday patterns. • The y-axis indicates percentage difference, so values above zero mean an increase compared to 2nd April 2024, while values below zero indicate a decrease.
Trend:	• Between 2019 and 2022 there was a 4.5% increase in car trips. Between 2022 and 2024, the number of car trips reduced by 2.3%. Car trips have increased by 6% between 2024 and 2025.
Variables:	• Active travel schemes are in development but have not yet been delivered or scaled to offset car use. • Perceptions around public transport e.g. reliability issues, frequency of routes, crime perception and ongoing congestion continues to make private car use attractive. • Public transport fares have increased in line or above inflation year on year. Albeit rail fares have been frozen for this year ahead which is anomaly and might influence future travel patterns. This is unlike fuel taxation which has been repeatedly frozen by different governments since 2011, thereby making car usage more attractive by comparison. • Population growth in the county increases travel demand, especially for commuting and access to services (source). • Economic recovery post-pandemic has boosted discretionary travel for shopping, leisure and tourism (source).

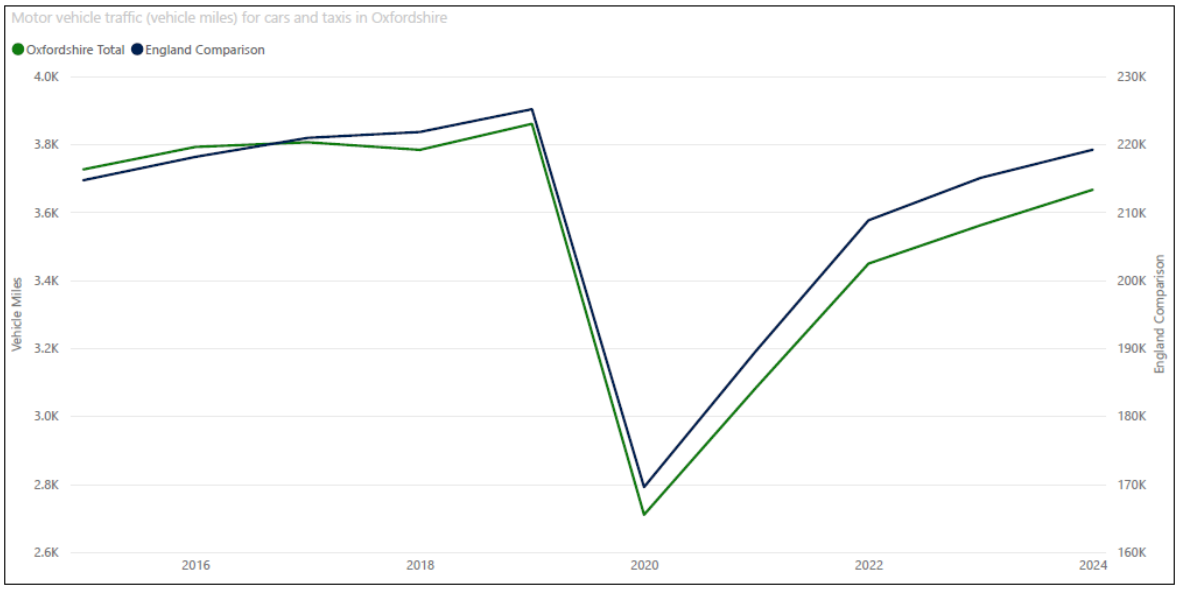
Outlook:	• The delivery of this headline target is challenging. All things unchanged, we expect a similar trajectory for next year. However, the impact of Oxford's temporary congestion charge, introduced in October 2025, is unknown at the time of writing but expected to reduce traffic levels. Alongside this, the council is implementing and planning several measures aimed at reducing dependency on car usage across the County. These will be further explored in the emerging Movement and Place Plans.

2.2.2. Replace or remove an additional 1 out of 3 current car trips in Oxfordshire

OVERVIEW	**Status: At Risk**
Baseline value (2019):	n/a
Current value (2025):	+ 6% change between 2024 and 2025
Target value (2040):	- 33% change
Data source:	OCC car trip monitoring framework with INRIX trips and pathways dataset, Vivacity sensors and Automatic Traffic Count Data
See above	

2.2.3. Reduce car vehicle miles driven in Oxfordshire by 20%

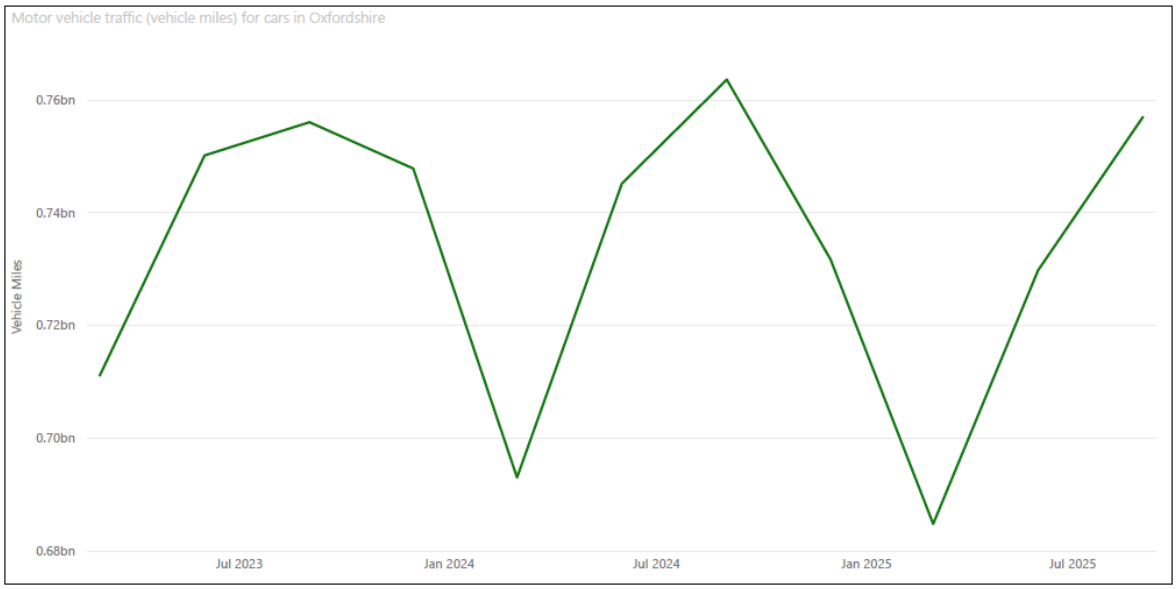
OVERVIEW	**Status: Needs Attention**
Baseline value (2019):	3.86 billion vehicle miles
Value (2024):	3.67 billion vehicle miles
Change from baseline:	- 5%
Target value (2030):	3.09 billion vehicle miles
Data Source:	Department for Transport, Road traffic statistics: Traffic by local authority



Description:	• The graph illustrates motor vehicle miles driven for cars and taxis between 2015 and 2024. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2023) car vehicle miles have increased by almost 3%. Between 2019 and 2024, the number of car vehicle miles driven has decreased by 5%. • This pattern reflects broader trends observed at a national level.

Variables:	• Perception in public transport reliability issues and ongoing congestion continues to make private car use attractive. • COVID-19 restrictions in 2020 caused a sharp drop in travel. As restrictions eased, there was a rebound effect where people resumed driving, leading to year-on-year increase. The pandemic created a 'new normal', which continues to shape travel choices today. • Population growth in the county increases travel demand as more residents commuting adds to vehicle miles (source).
Outlook:	• This target remains ambitious and challenging. The large reduction in 2020 was due to COVID-19 but we expect to continue to see growth within Oxfordshire's population. However, the council is implementing and planning several measures aimed at reducing appeal of car usage. • In future, it will be important to identify a data source that isolates the impact of population growth to provide a proportionate measure of vehicle miles driven.

ALTERNATIVE DATA SOURCE	
Data Source:	OCC vehicle driven miles monitoring framework with Automatic Traffic Count Data
Note:	This figure has been produced internally to report the metric on a quarterly basis rather than annually, with estimates broadly consistent with those from the Department for Transport. This figure does not include national highways.

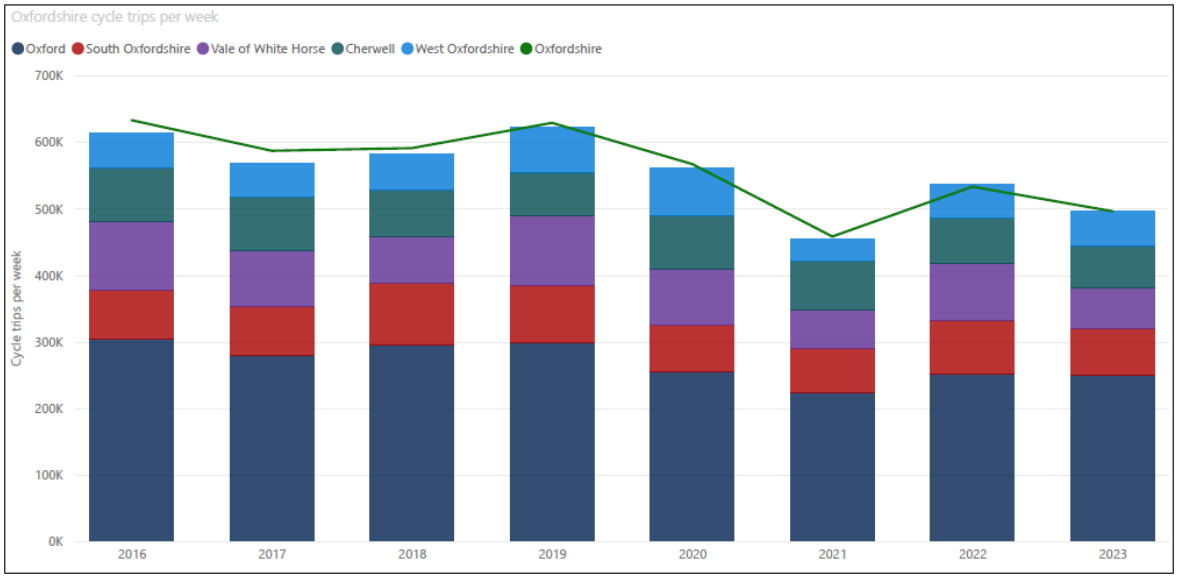


Description:	• The graph illustrates motor vehicle miles driven for cars in Oxfordshire between Q1 2023 and Q3 2025.
Trend:	• There is a cyclical pattern for vehicle driven miles in Oxfordshire, increasing until Q3 and dipping in Q1.
Variables:	• Summer months often see more leisure travel, holidays, and outdoor activities, leading to increased car usage and linked to this, Oxfordshire is a tourist destination • Winter months tend to have shorter daylight hours, poorer weather and road conditions, and fewer discretionary trips, reducing overall mileage.

2.3. Cycle trips

2.3.1. Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week

OVERVIEW	**Status: At Risk**
Baseline value (2019):	630,000 cycle trips per week
Value (2023):	496,000 cycle trips per week
Change from baseline:	- 21%
Target value (2030):	1,000,000 cycle trips per week
Data source:	Department for Transport, Walking & Cycling Statistics: Active Lives Survey



Description:	• The graph illustrates cycle trips per week between 2016 and 2023. The green line depicts the Oxfordshire total cycle trips per week, while the columns compare trends for individual district councils in the county.
Trend:	• From the previous year (2022) cycle trips per week have decreased by 7%. Between 2019 and 2023, the cycle trips per week have decreased by 21%.
Variables:	• Active travel schemes are in development but have not yet been delivered to support an increase in cycle trips. • Ongoing stakeholder engagement identifies that perceived safety risks, especially in rural and car-dominated areas, discourages cycling. • Cycling continues to lag in rural areas due to factors like longer travel distances, fewer dedicated cycle lanes, and topographical challenges. • The pandemic created a 'new normal', which continues to shape travel choices today.
Outlook:	• This target remains ambitious and challenging. The scale of the decrease is amplified because the baseline year (2019) reflects pre-COVID-19 travel patterns. Cycle trips require time to recover, particularly following the shift to remote workingThere is also the possibility that people have taken up alternative travel options and got used to this.

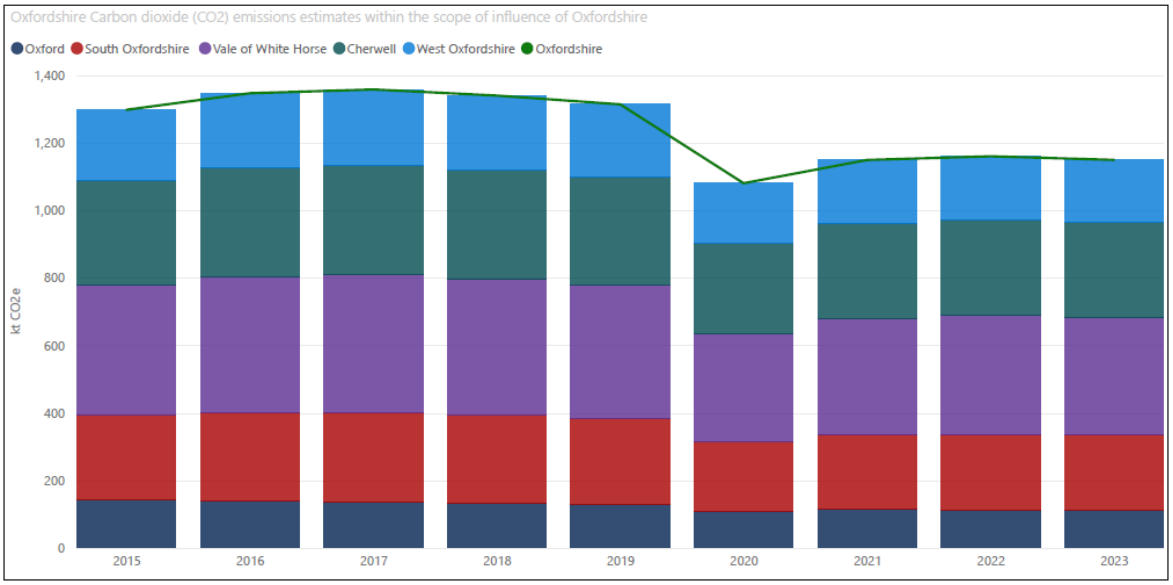
- It is important to clarify that the reduction in cycling trips does not indicate a decline in cycle provision, as trip numbers have been more heavily influenced by changes in commuting patterns.
- Moving forward, this target will have to be reconsidered since the Department for Transport will no longer publish data on walking and cycling frequency previously derived from the Active Lives Survey (source). This presents a risk for the KPI moving forward.
- To mitigate the bullet point above, the County Council is working on embedding the use of VivaCity sensors in strategic locations within the county to capture monitoring data to provide a more robust and reliable data source.
- It is planned that the approach is utilised in the 26/27 financial year.

Climate impact

2.4. Emissions

2.4.1. Deliver a net-zero transport network

OVERVIEW	**Status: On track**
Baseline value (2019):	1,314 kilotons carbon dioxide equivalent (CO2e)
Value (2023):	1,149 kt CO2e
Change from baseline:	- 13%
Target value (2040):	0 CO2e
Data source:	Department for Energy Security and Net Zero, Local Authority territorial CO2 emissions estimate within the scope of influence of Local Authorities



Description:	• The graph illustrates the level of CO_2e for each year between 2015 and 2023. The green line depicts the Oxfordshire total, while the columns compare trends for individual district councils within the county.
Trend:	• From the previous year (2022) CO_2e has decreased by 1%. Between 2019 and 2023, CO2e has decreased by 13%.
Variables:	• Oxfordshire County Council has reduced its own operational emissions through building retrofits, fleet upgrades, and energy-saving measures (source). • Increased adoption of electric vehicles (as shown in KPI 11) reduces tailpipe emissions and shifts overall transport CO_2e downward. • The pandemic led to temporary reductions in emissions. While some emissions rebounded post-2021, virtual meetings and hybrid work have sustained lower travel-related emissions.
Outlook:	• It is uncertain, at the time of writing this report, if the reduction in CO_2e will continue. This is partly due to the fact the large reduction in 2020 was due to COVID-19 particularly following behavioural shifts such as remote working, but we expect to continue to see growth within Oxfordshire's population. • The County Council is working on implementing PAS2080 improvement recommendations and integrating a figure for carbon emissions emitted during transport infrastructure construction.

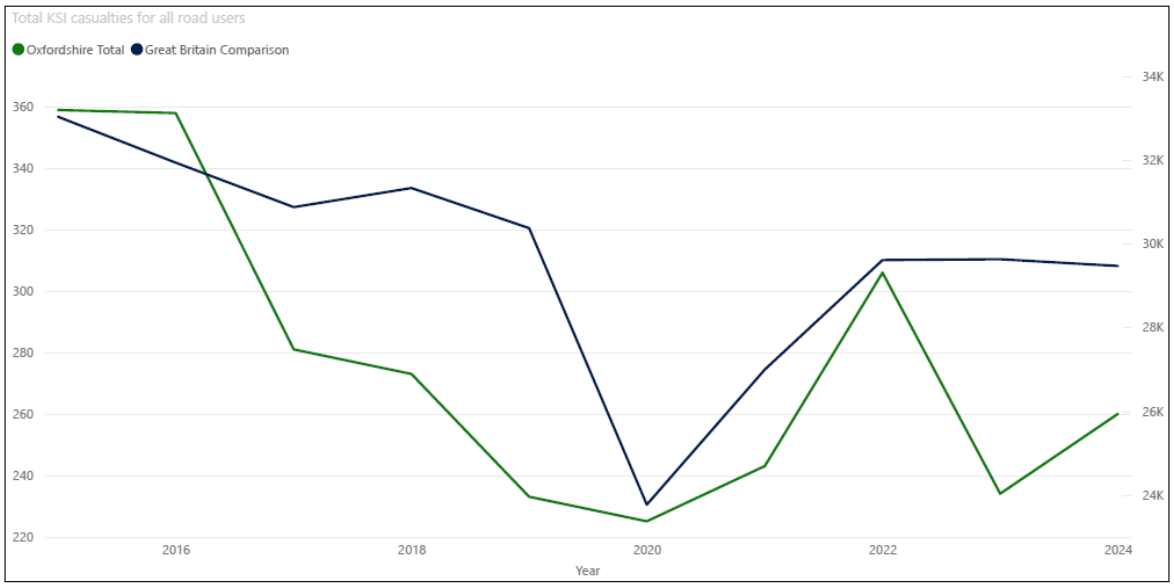
2.4.2. Deliver a transport network that contributes to a climate positive future

OVERVIEW	**Status: On track**
Baseline value (2019):	1,314 kilotons carbon dioxide equivalent (CO2e)
Value (2023):	1,149 kt CO2e
Change from baseline:	- 13%
Target value (2050):	To be determined
Data source:	Department for Energy Security and Net Zero, Local Authority territorial CO2 emissions estimate within the scope of influence of Local Authorities
See above	

2.5. Road fatalities and injuries

2.5.1. Reduce road fatalities or serious injuries by 50%

OVERVIEW	**Status: At Risk**
Baseline value (2019):	233 killed and seriously injured (KSI) Casualties
Value (2024):	260 KSI Casualties
Change from baseline:	+ 12%
Target value (2030):	116 KSI Casualties
Data source:	Compiled by OCC using Thames Valley Police reports with STATS-19



Description:	• The graph illustrates total KSI casualties for all road users between 2015 and 2024. Oxfordshire is displayed in green and Great Britain in blue.
Trend:	• From the previous year (2023) KSI casualties for all road users have increased by 11%. Between 2019 and 2024, the number of KSI casualties increased by 12%. • This pattern does not align with broader trends observed at a national level.
Variables:	• While e.g. 20mph zones and school streets are expected to reduce KSIs in populated areas, higher-speed rural roads require further attention. This is being considered as part of the ongoing work for LCWIPs and MAPs.

	• The pandemic led to a temporary drop in traffic volumes and casualties due to a reduction in vehicle traffic. As travel returned to pre-pandemic levels, so did exposure to risk. • The Road Traffic Accident Data Summary 2024, indicates that the 2024 casualty data percentage change from the 2010–2014 baseline are showing an improvement across all road user groups, except for van and lorry occupant KSIs, where the sample size is very small every year.
Outlook:	• The delivery of this headline target is challenging. The scale of the decrease is amplified because the baseline year reflects pre-COVID-19 conditions and is limited to a single year. • In future, a new baseline should be established that aligns with the Road Traffic Accident Data Summary, which uses an average KSI casualty figure from 2010–2014. This approach provides a more accurate reflection of KSI casualties than relying on a single year.

2.5.2. Have zero, or as close as possible, road fatalities or serious injuries

OVERVIEW	**Status: At Risk**
Baseline value (2019):	233 killed and seriously injured (KSI) Casualties
Value (2024):	260 KSI Casualties
Change from baseline:	+ 12%
Target value (2050):	0 KSI Casualties
Data source:	Compiled by OCC using Thames Valley Police reports with STATS-19
See above	

3. Key Performance Indicators (KPIs)

3.1. Dashboard

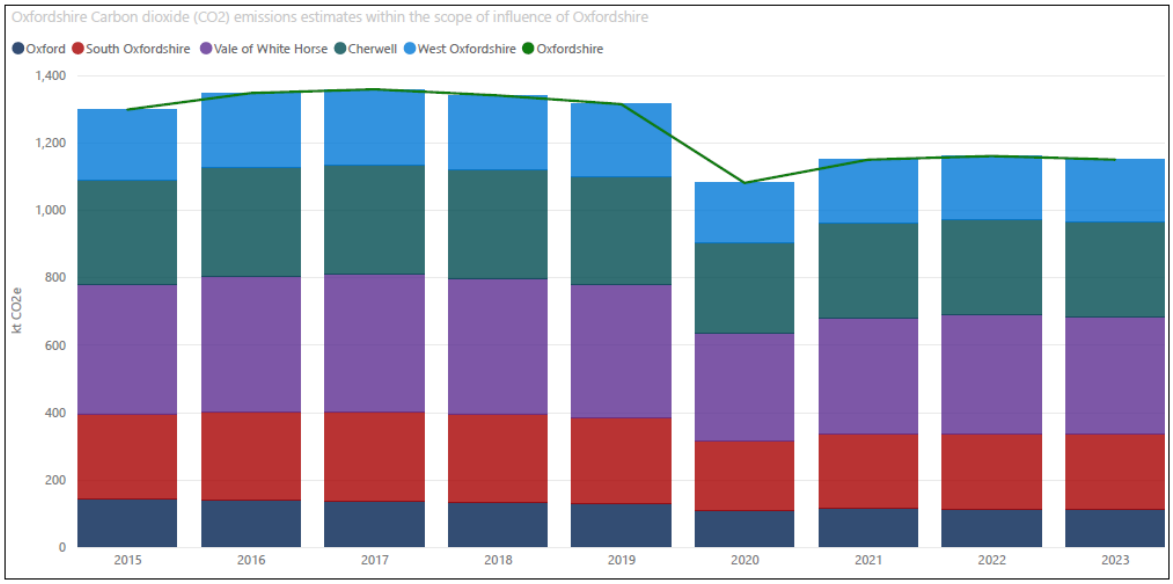
	Baseline Value (2019)	Current Value	Trend	Status	Outlook
Fraction of mortality attributable to particulate air pollution	7.2%	4.9% (2023)	↓	✓	National and local trends show the estimated fraction of mortality attributable to fine particulates are showing a downward trend, therefore health effects of pm2.5 are likely to reduce over time.
Percentage of premises with full fibre broadband	10%	65% (2025)	↑	✓	Full fibre coverage has been delivered under multiple broadband programmes and are working in partnership with the County Council's Digital infrastructure team to bridge the rural-urban digital divide.
Car ownership	0.490 per capita figure	0.478	↓	✓	The shift to hybrid and remote work has reduced the need for daily commuting, lowering car ownership. The number of licensed private cars per capita in the county has declined at a steady rate since 2021.
Number of licensed battery electric vehicles (EV)	1,704	12,853 (2024)	↑	✓	The county council has invested in multiple EV infrastructure projects to make ownership more practical. The number of licensed EVs in the county has increased exponentially and will likely continue to grow as petrol and diesel cars get phase out.
Passenger journeys on local bus services	41.9 million passenger journeys	39 (2025)	↓	⚠	COVID affected the commercial viability of bus services. However, the Bus Service Improvement Plan and Enhanced Partnership have strengthened the network. Passenger numbers have increased annually since 2021, indicating progress toward pre-pandemic levels.
Number of rail passenger journeys (rail station entries and exits)	21.7 million entries and exits	19.6 (2024)	↓	⚠	COVID has altered travel behaviour and rail affordability remains an issue. However, rail journeys have increased year-on-year, and the latest data indicate progress towards achieving pre-pandemic levels.
Percentage of roads in good condition (green)	50%	58% (2025)	↑	✓	There has been a larger allocation of funding spent on preventative maintenance in the last few years, which is more cost-effective and improves long-term road condition. The percentage of roads in good condition has continued to increase since 2023.
Percentage of adults that walk for travel at least once per week	45.4%	44.1% (2023)	↓	⚠	COVID reshaped walking habits, reducing walking for routine commutes and travel. Although the percentage of adults that walk for

					travel has decreased since 2019, the figure has increased since 2021.
Percentage of adults that cycle for travel at least once per week	14.4%	12.2% (2023)			Increased remote working post-pandemic means fewer commuting trips, which included cycling for travel. Nationally, the government has reduced active travel budgets.

3.2. Air quality

KPI 1: Road transport emissions

OVERVIEW	Status: On track
Baseline value (2019):	1,314 kilotons carbon dioxide equivalent (CO2e)
Value (2023):	1,149 kt CO2e
Change from baseline:	- 13%
Data source:	Department for Energy Security and Net Zero, Local Authority territorial CO2 emissions estimates are within the scope of influence of Local Authorities



Description:	• The graph illustrates the level of CO_2e for each year between 2015 and 2023. The green line depicts the Oxfordshire total, while the columns compare trends for individual district councils within the county.
Trend:	• From the previous year (2022) CO_2e has decreased by 1%. Between 2019 and 2023, CO2e has decreased by 13%.
Variables:	• Oxfordshire County Council has reduced its own operational emissions through building retrofits, fleet upgrades, and energy-saving measures (source). • The pandemic led to temporary reductions in emissions. While some emissions rebounded post-2021, virtual meetings and hybrid work have sustained lower travel-related emissions.
Outlook:	• The large reduction in 2020 (as shown above) was due to COVID-19 particularly following behavioural shifts such as remote working, but we expect to continue to see growth within Oxfordshire's population.

KPI 2: Years of healthy life lost due to ambient particulate matter (DALYs)

OVERVIEW	Status: Removed
Update:	This figure has been removed.
Reason for removal:	The years of healthy life lost due to ambient particulate matter was included in the Joint Strategic Needs Assessment using a methodology from Public Health England. However, the last calculation was made in 2019, and no further updates are expected.

KPI 3: Fraction of mortality attributable to particulate air pollution

OVERVIEW	Status: On track
Baseline value (2019):	7.2%
Value (2023):	4.9%
Data source:	Department for Environment, Air pollution: estimated fraction of mortality attributable to particulate air pollution

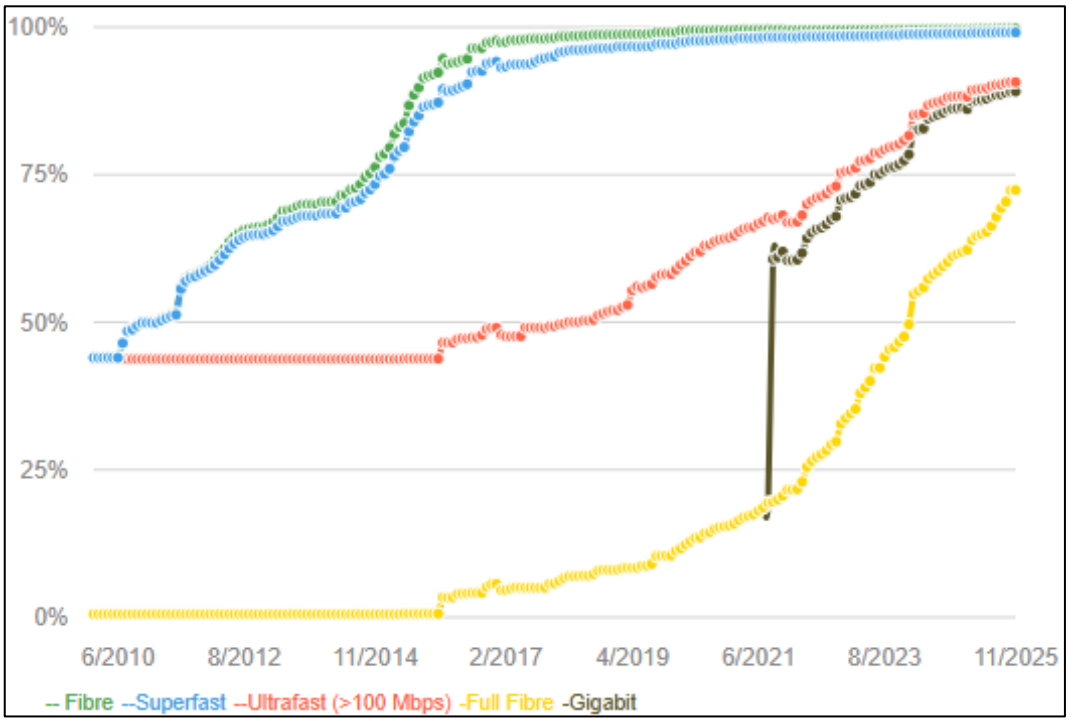
Description	• The graph illustrates the fraction of mortality attributable to particulate air pollution between 2018 and 2023. Oxfordshire is displayed in green and England in blue. • The estimated fraction of mortality from fine particulates (PM2.5) is the percentage of deaths that could have been avoided if people were not exposed to PM2.5. It shows how much long-term exposure to PM2.5 contributes to overall deaths.
Trend:	• The fraction of mortality attributable to particulate air pollution has decreased from 7.2% in 2019 and 5.9% in 2022 to 4.9% in 2023. • This pattern reflects broader trends observed at a national level.
Variables:	• Cleaner vehicles (EVs, hybrids) including the ZEBRA buses have reduced transport-related PM2.5. • The UK's Environment Act 2021 and Environmental Improvement Plan 2023 created stricter air quality regulations at national and local levels.
Outlook:	• The future of this KPI is positive and we are on track. National and local trends show the estimated fraction of mortality attributable to

	fine particulates are showing a downward trend, therefore health effects of pm2.5 are likely to reduce over time. • There is an expectation to continue to build upon the zero emission buses across the county.

3.3. Digital connectivity

KPI 4: Percentage of premises with superfast broadband

OVERVIEW	**Status: On track**
Baseline value (2019):	98%
Value (2025):	99%
Data source:	Think Broadband Labs, Local broadband statistics for Oxfordshire

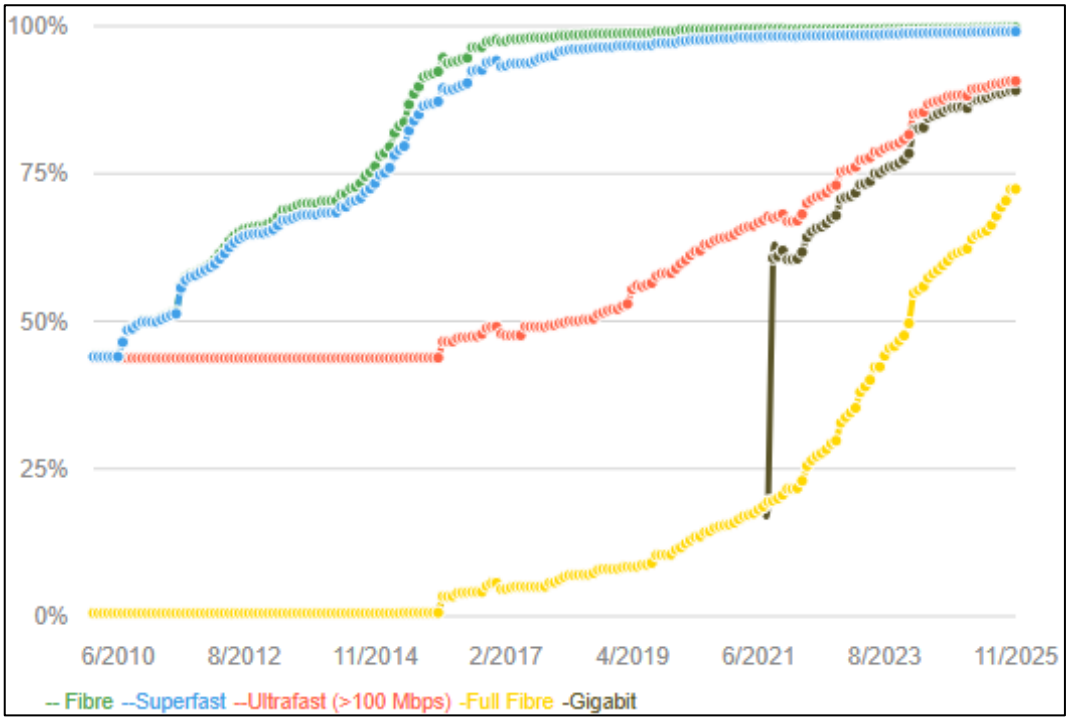


Description:	• The graph illustrates the percentage of superfast and fibre broadband coverage in Oxfordshire from 2010 to 2025. The blue line represents superfast broadband coverage, while the other lines indicate coverage levels for additional broadband services.
Trend:	• Superfast broadband coverage has increased from 98% in 2019 and 98.9% in 2024 to 99% in 2025.
Variables:	• Better Broadband for Oxfordshire was a major driver. Launched in 2013, it combined funding from Oxfordshire County Council, BT, Building Digital UK, and local enterprise partnerships. (source) • Major infrastructure investment from providers like Openreach and Virgin Media, plus mergers among alternative networks, has boosted UK household access to high-speed internet. (source) • Nationally, the Superfast Broadband Programme (2010–2020) injected over £1 billion in public funding to extend coverage beyond commercially viable areas. (source) • Essentially, Government subsidies and local authority partnerships have helped bridge the rural-urban digital divide.

Outlook:	• The future of this KPI is positive. The target of providing 99% of premises with superfast broadband has been achieved. It is worth noting, better access to broadband is essential to influence travel behaviour as you need to take less trips as you can work more from home.

KPI 5: Percentage of premises with full fibre broadband

OVERVIEW	Status: On track
Baseline value (2019):	10%
Value (2025):	65%
Data source:	Think Broadband Labs, Local broadband statistics for Oxfordshire



Description:	• The graph illustrates the percentage of superfast and fibre broadband coverage in Oxfordshire from 2010 to 2025. The yellow line represents full fibre broadband coverage, while the other lines indicate coverage levels for additional broadband services.
Trend:	• Full fibre broadband coverage has increased from 10% in 2019 and 57.4% in 2024 to 65.3% in 2025.
Variables:	• Major infrastructure investment from providers like Openreach and Virgin Media, has been further boosted by investment from alternative networks such as Airband, Gigaclear, Netomnia and Zzoomm, which has enhanced Oxfordshire household access to high-speed internet. (Source: see alt Net FTTP figures) • This coverage was supplemented by full fibre coverage delivered under the Better Broadband for Oxfordshire, Businesses in Rural Oxfordshire and the West Oxfordshire District Council broadband programmes. (source 1; source 2) • Additional infill coverage is being delivered by the Government subsidised Project Gigabit programme. (source) • These initiatives are working in partnership with the County Council's Digital infrastructure team to help bridge the rural-urban digital divide. • The government is committed to achieving nationwide gigabit coverage and expects 99% of premises to have access to a gigabit-capable connection by 2032. (source)
Outlook:	• The future of this KPI is positive. The target of providing 65% of premises with full fibre broadband has been achieved.

3.4. Healthy place shaping

KPI 6: Improvement in the average Healthy Streets score

OVERVIEW	Status: Work Ongoing
Update:	• Work is ongoing to embed use of the Healthy Streets Approach in County Council work and capture monitoring data. • It is planned that the approach is piloted in the 26/27 financial year to score and monitor improvements.

KPI 7: Liveable neighbourhoods index improvements

OVERVIEW	Status: Work Ongoing
Update:	• Work is ongoing to embed use of the Department for Transport Connectivity Tool (currently a beta version) in County Council work and capture monitoring data. • It is planned that the approach is piloted in the 26/27 financial year to score and monitor improvements.
Outlook:	• The Oxfordshire Data hub outlines useful data points and indicators that can be utilised in the interim: - Deaths from chronic pulmonary disease per 100,000 population for people of all ages have been decreasing. - Prevalence of overweight (including obesity) adults and percentage of physically active adults has remained lower than the England average. - Prevalence of overweight (including obesity) children and percentage of physically active children and young people has remained lower than the England average. - Self-reported scores on anxiety and lower happiness were lower than the England average. • The Oxfordshire residents' satisfaction survey 2024 also has data points to be considered: - 72% were satisfied with their local area as a place to live, slightly down from the 2023 result of 74%. - Satisfaction ratings of services related to parking, road and transport schemes, network management, and maintenance of roads and pavements were negative.

3.5. Physical activity

KPI 8: Percentage of adults meeting physical activity recommendations

OVERVIEW	Status: Removed
Update:	This figure has been removed.
Reason for removal:	This is being utilised as part of tracking KPI 7.

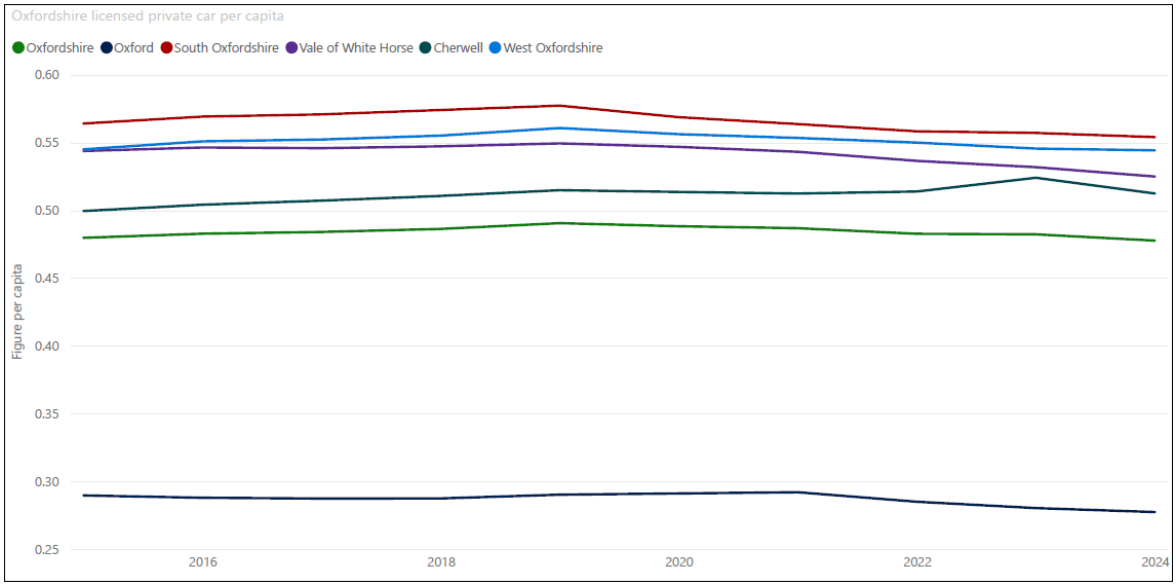
KPI 9: Percentage of children meeting physical activity recommendations

OVERVIEW	Status: Removed
Update:	This figure has been removed.
Reason for removal:	This is being utilised as part of tracking KPI 7.

3.6. Private car

KPI 10: Car ownership

OVERVIEW	Status: On track
Baseline value (2019):	0.490 per capita figure
Value (2024):	0.478 per capita figure
Change from baseline:	- 3%
Data source:	Department for Transport, Licensed vehicles at the end of the quarter by body type, fuel type, keepership (private and company) and upper and lower tier local authority and Office for National Statistics, Provisional population estimate for the UK: mid-2025
Note:	Previous data was based on the ONS Census, which is updated every 10 years. With the next release due in 2031, a new source has been identified.

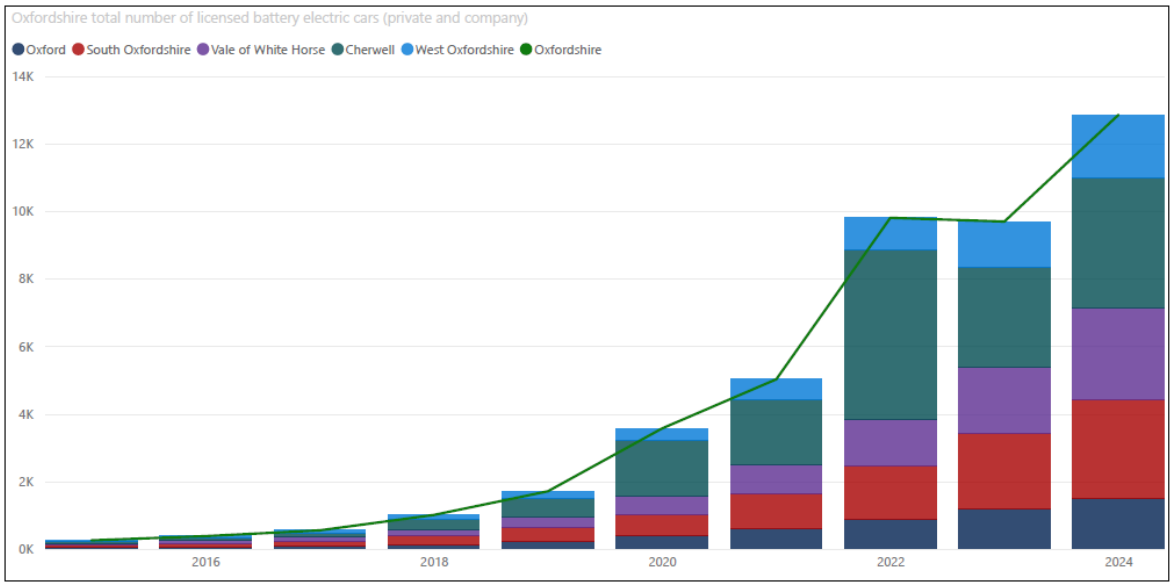


Description:	• The graph illustrates number of licensed private cars per capita between 2015 and 2024. The green line depicts the Oxfordshire total, while the other colours show trends for individual district councils within the county.
Trend:	• From the previous year (2023) the number of licensed private cars per capita has decreased by 1%. Between 2019 and 2024, the number of licensed private cars per capita has decreased by 3%.
Variables:	• Higher average car prices alongside stricter lending criteria and increased interest rates have made car ownership more expensive • These rising costs have led some households to relinquish second cars or delay purchasing new one. (source) • The shift to hybrid and remote work has reduced the need for daily commuting, lowering car usage and ownership. (source) • Oxford has historically low car ownership compared with national averages, so national declines are likely to be more pronounced locally. (source) • Car ownership in Oxfordshire began a gradual decline from 2019, aligning with public engagement on the Connecting Oxford proposals. • Since 2019, transport measures in the county have prioritised active travel and public transport and have made the Council's long-term transport strategy more visible, likely contributing to the gradual downward trend in car ownership.

Outlook:	• The future of this KPI is positive. The number of licensed private cars per capita in the county has declined at a steady rate. • Cherwell is a notable outliner as licensed cars per capita has increased between 2020 and 2023; though it has since decreased between 2023 and 2024. The council aims to address car demand in this area through the Bicester and surrounding areas Movement and Place Plan, as well as others that will be developed. • It is worth noting that all market towns and districts have higher car ownership per capita than Oxford city. This pattern is thought to reflect greater car access in rural areas and market towns. • With fewer restrictions on driving compared with the city centre, residents in these areas are more reliant on cars for day-to-day travel. These trends will be explored further through the development of the Movement and Place (MAP) Plans.

KPI 11: Number of licensed battery vehicles

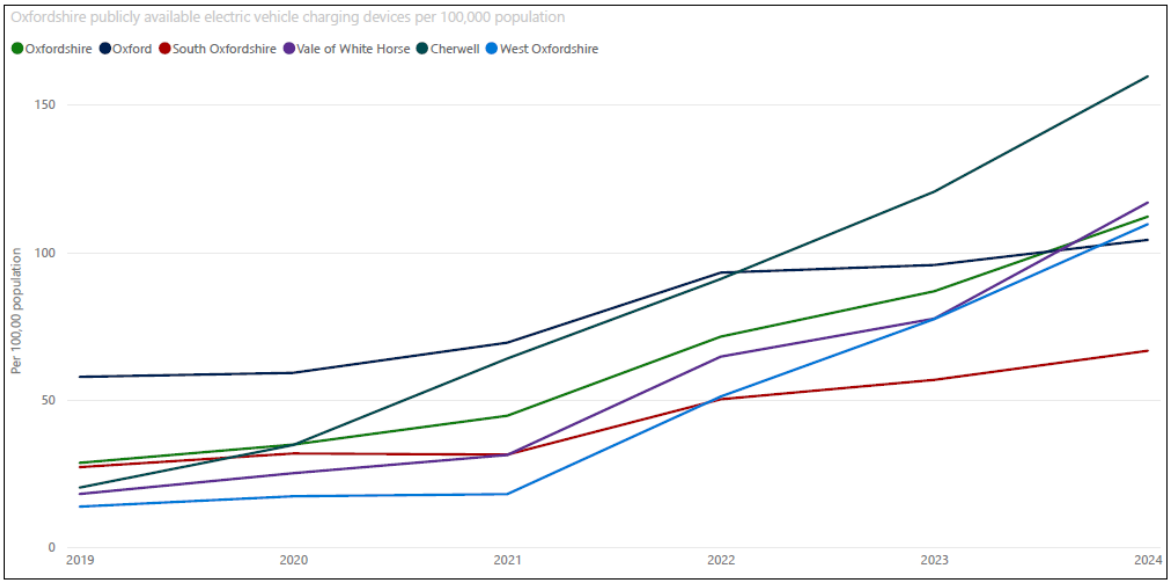
OVERVIEW	Status: On track
Baseline value (2019):	1,704
Value (2024):	12,853
Change from baseline:	+ 654%
Data source:	Department for Transport, Licensed plug-in vehicles at the end of the quarter by body type, fuel type, keepership (private and company) and upper and lower tier local authority



Description:	• The graph illustrates the number of licensed battery electric cars between 2015 and 2024. The green line depicts the Oxfordshire total, while the columns compare trends for individual district councils within the county.
Trend:	• From the previous year (2023) the number of licensed battery electric cars has increased by 33%. Between 2019 and 2024, the number of licensed battery electric cars has increased by 654%.
Variables:	• The county council has invested in multiple infrastructure projects such as park and charge hubs, rapid charging stations, on-street charging solutions, amongst others. These projects have reduced "range anxiety" and made EV ownership more practical. • Nationally, the government is phasing out the sale of new petrol and diesel cars from 2030
Outlook:	• The future of this KPI is positive but could be affected by national policy changes. Nonetheless, the number of licensed electric vehicles in the county has increased exponentially and will likely continue to grow as petrol and diesel cars phase out. However, this may also be impacted by the announcement from the government for a new mileage-based charge for electric vehicles, reducing demand for them.

KPI 12: Public EV charging devices per 100,000 population

OVERVIEW	Status: On track
Baseline value (2019):	29
Value (2024):	112
Change from baseline:	+ 292%
Data source:	Department for Transport, Electric Vehicle Public Charging Infrastructure Statistics



Description:	• The graph illustrates the number of publicly available electric vehicle charging devices per 100,000 of the population between 2019 and 2024. The green line depicts the Oxfordshire total, while the other colours show trends for individual district councils within the county.
Trend:	• From the previous year (2023) the number of publicly available electric vehicle charging devices per 100,000 of the population has increased by 29%. Between 2019 and 2024, the number of publicly available electric vehicle charging devices per 100,000 of the population has increased by 292%.
Variables:	• The county council has invested in multiple infrastructure projects such as park and charge hubs, rapid charging stations, on-street charging solutions, amongst others. These projects have reduced "range anxiety" and made EV ownership more practical. • Nationally, the government is phasing out the sale of new petrol and diesel cars from 2030 • As more residents and businesses switch to EV, demand for charging points will continue to grow • The private sector has also increased their investment, with supermarkets, car parks and services stations adding chargers to attract customers and meet sustainability goals
Outlook:	• The future of this KPI is positive. The number of public electric vehicle charging devices in the county has increased exponentially and will likely continue alongside the adoption of electric vehicles and the growth of consumer demand for charging devices. However, this may be impacted by the announcement from the government for a new mileage-based charge for electric vehicles, reducing demand for them.

3.7. Public transport

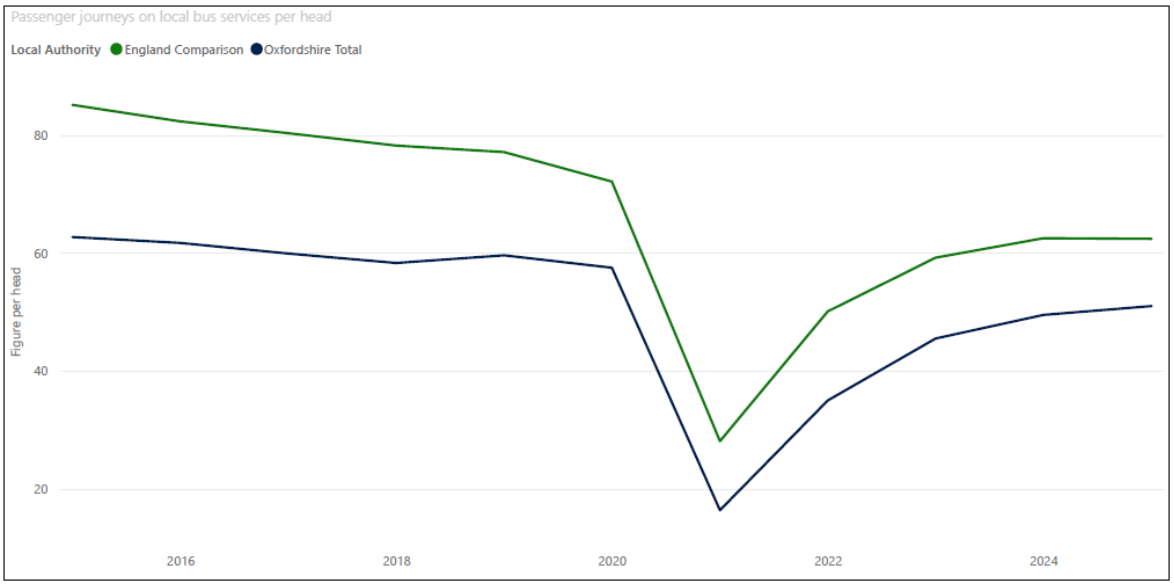
KPI 13: Passenger journeys on local bus services

OVERVIEW	Status: Needs Attention ⚠
Baseline value (2019):	41.9 million
Value (2025):	39 million
Change from baseline:	- 7%
Data source:	Department for Transport, Local Bus Passenger Journeys: Passenger journeys on local bus services by local authority

Description:	• The graph illustrates the number of passenger bus journeys on local bus services between 2015 and 2025. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2024) the number of passenger bus journeys on local bus services increased by 5%. This puts bus passenger numbers at 95.7% of pre-pandemic figures. • Between 2019 and 2025, the number of passenger bus journeys on local bus services decreased by 7%.
Variables:	• The Enhanced Partnership, together with the Bus Service Improvement Plan, have strengthened the county's bus network by expanding routes, increasing service frequencies and operating hours, and improving bus infrastructure. (source) (source) • Building on the benefits from the national fare cap, Oxfordshire's MyBus scheme offers convenient and affordable multi-operator travel. • COVID-19 restrictions caused a sharp drop in bus travel. As restrictions eased, there was a rebound effect where people resumed some bus usage, leading to year-on-year increase. • Conditions after the pandemic have increased operating costs and suppressed patronage, limiting commercial viability for bus operators. • DfT recently released Local Bus Grant allocations (source). While this continued investment in buses is welcomed, it must be noted that this doesn't represent 'new money' for additional Oxfordshire bus services.
Outlook:	• This KPI is expected to improve. COVID-19 has significantly altered travel behaviour and affected the viability of commercial bus services. However, bus passenger numbers have increased year-on-year since 2021 indicating progress towards achieving pre-pandemic levels.

KPI 14: Passenger journeys on local bus services per head of population

OVERVIEW	Status: Needs Attention ⚠
Baseline value (2019):	59.6
Value (2025):	51.0
Change from baseline:	- 14%
Data source:	Department for Transport, Local Bus Passenger Journeys: Passenger journeys on local bus services per head by local authority



Description:	• The graph illustrates number of passenger bus journeys on local bus services per head between 2015 and 2025. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2024) the number of passenger bus journeys on local bus services per head increased by 3%. Between 2019 and 2025, the number of passenger bus journeys on local bus services per head decreased by 14%. • This pattern reflects broader trends observed at a national level.
Variables:	• The Enhanced Partnership, together with the Bus Service Improvement Plan, have strengthened the county's bus network by expanding routes, increasing service frequencies and operating hours, and improving bus infrastructure. (source) (source) • Building on the benefits from the national fare cap, Oxfordshire's MyBus scheme offers convenient and affordable multi-operator travel. • COVID-19 restrictions caused a sharp drop in bus travel. As restrictions eased, there was a rebound effect where people resumed some bus usage, leading to year-on-year increase. • Conditions after the pandemic have increased operating costs and suppressed patronage, limiting commercial viability for bus operators. • DfT recently released Local Bus Grant allocations (source). While this continued investment in buses is welcomed, it must be noted that this doesn't represent 'new money' for additional Oxfordshire bus services.
Outlook:	• This KPI is expected to improve. COVID-19 has significantly altered travel behaviour and affected the viability of commercial bus services. However, bus passenger numbers have increased year-on-year since 2021 indicating progress towards achieving pre-pandemic levels.

KPI 15: Number of park and ride passenger journeys

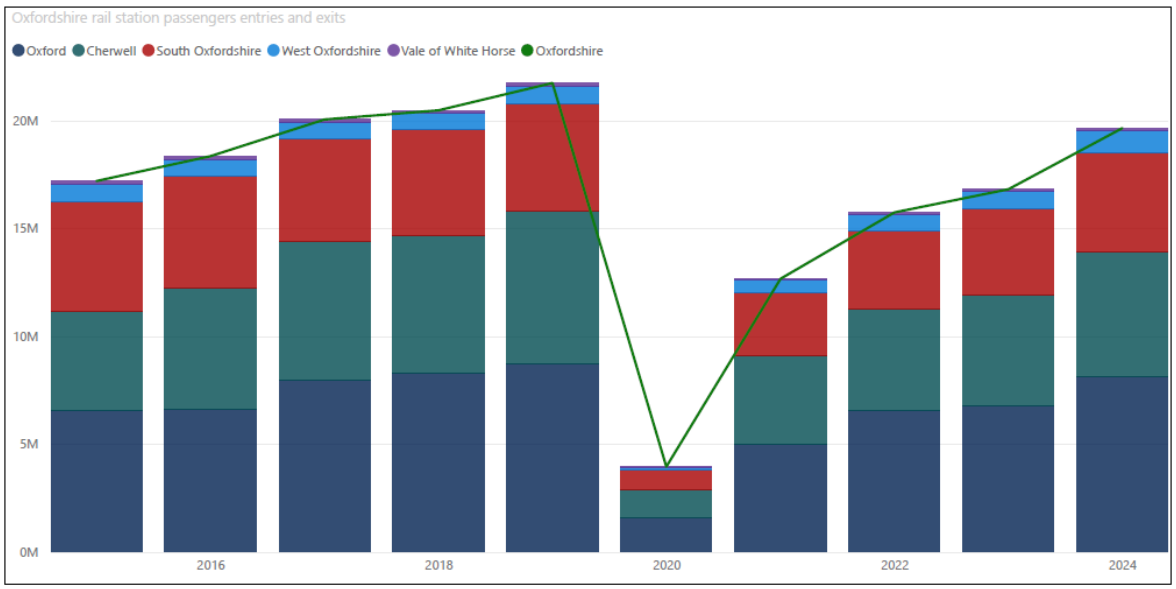
OVERVIEW	**Status: Needs Attention** ⚠
Data source:	Compiled by OCC and bus operators
Note:	The overall number of journeys from park and ride sites cannot be published due to the commercial sensitivity of the data.

Percentage change in park and ride passenger boardings compared to 2019	**2022**	**2023**	**2024**
	- 28%	- 20%	- 11%

Description:	• The chart illustrates the percentage change in park and ride passenger boardings (compared to 2019) at park and ride sites in Oxford from 2022 to 2024.
Trend:	• The trend demonstrates a steady upward rebound in passenger numbers from 2022 to 2024.Although usage has not fully returned to 2019 levels, the consistent year-on-year improvement indicates growing demand for park and ride services.
Variables:	• The introduction of combined parking and bus tickets at reduced rates in 2022 have made Park & Ride more attractive. Similarly, digital ticketing and apps have simplified payment and reduced friction for users. • Better orbital connectivity and integration with hospitals and employment hubs have made Park & Ride more practical for a variety of users and journeys. • The Bus Service Improvement Plan has strengthened the bus network through the addition of new routes, extensions of existing services or increases in frequency or hours of operation. (source) • The Enhanced Partnership launched in 2023, with a focus on faster, more reliable buses, upgraded infrastructure, better accessibility, and improving bus services countywide. (source)
Outlook:	• This KPI is expected to improve. COVID-19 has significantly altered travel behaviour. However, Park and Ride boardings continue to rebound, and the introduction of the temporary congestion charge indicates that usage could surpass previous expectations.

KPI 16: Number of rail passenger journeys (rail station entries and exits)

OVERVIEW	Status: Needs Attention ⚠
Baseline value (2019):	21.7 million
Value (2024):	19.6 million
Change from baseline:	- 10%
Data source:	Office of Rail and Road, Estimates of station usage

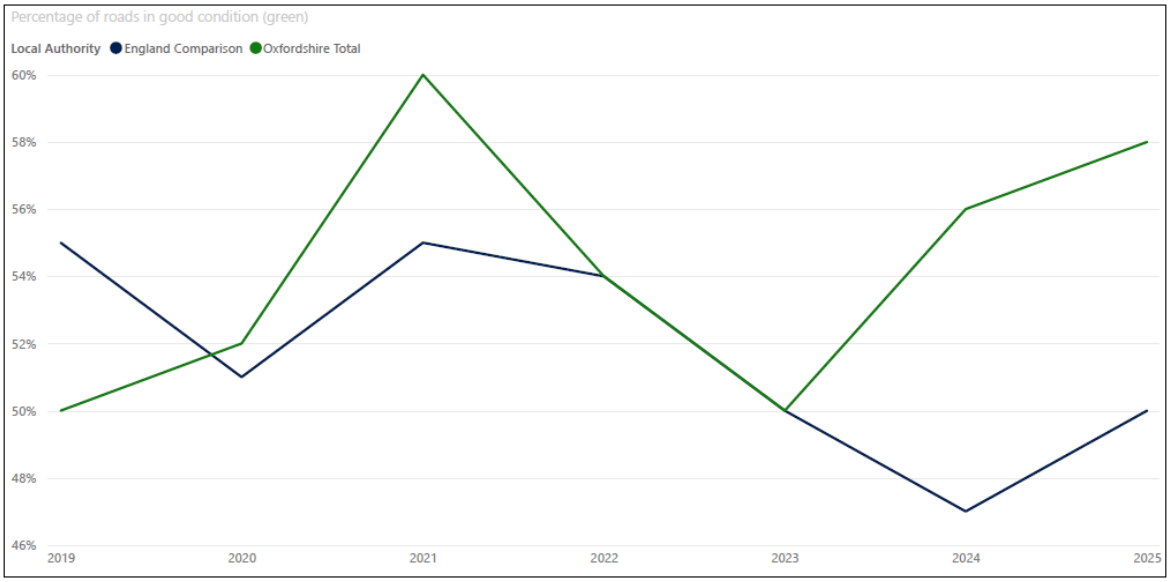


Description:	• The graph illustrates the number of rail station passenger entries and exits between 2015 and 2024. The green line depicts the Oxfordshire total, while the columns compare trends for individual district councils within the county.
Trend:	• From the previous year (2023) the number of rail station passenger entries and exits increased by 17%. Between 2019 and 2024, the number of rail station passenger entries and exits decreased by 10%. • This year-on-year increase is the fifth in a row. This puts station usage in Oxfordshire at 90% of pre-pandemic figures.
Variables:	• COVID-19 restrictions in 2020 caused a sharp drop in rail travel. As restrictions eased, there was a rebound effect where people resumed their rail usage, leading to year-on-year increase. • Travel patterns have changed post-pandemic, with fewer people frequently commuting for work or education and more people travelling for leisure. (source) • The combination of rising rail fares and a cost-of-living crisis has made rail less attractive compared to cheaper alternatives. • A key barrier to rail travel is unreliability of services due to delays and cancellations.
Outlook:	• This KPI is expected to improve. COVID-19 has significantly altered travel behaviour and affordability remains an issue. However, passenger numbers have increased year-on-year, and the latest data indicate progress towards achieving pre-pandemic levels with potential for continued growth. • Furthermore the council has recently published its bold and ambitious OxRAIL 2040: Plan for Rail to support the delivery of this policy.

3.8. Road highways maintenance condition

KPI 17: Percentage of roads in good condition (green)

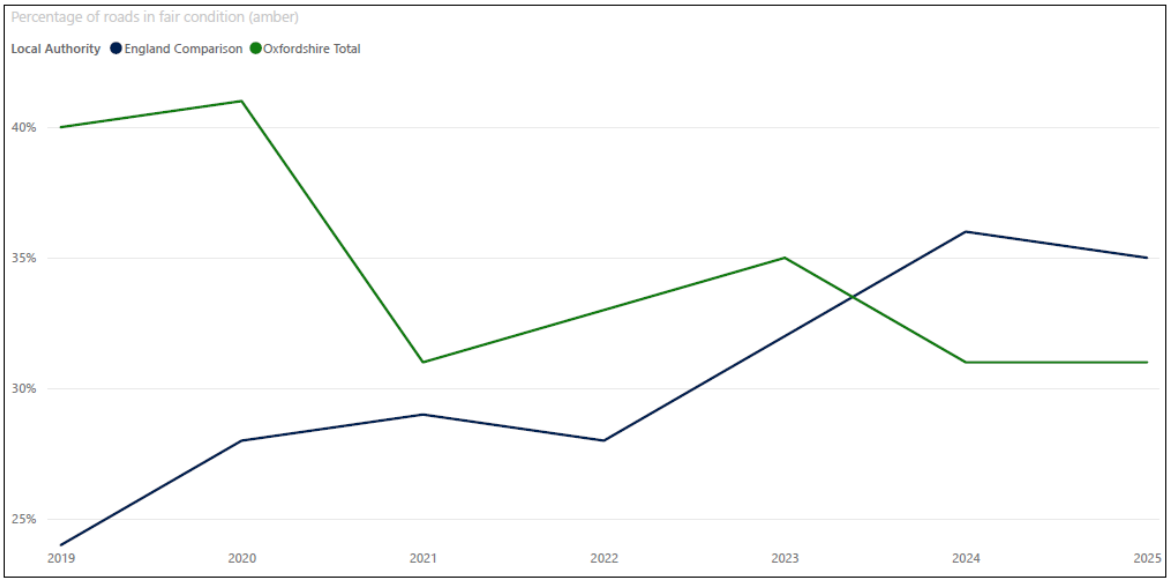
OVERVIEW	Status: On track
Baseline value (2019):	50%
Value (2025):	58%
Change from baseline:	+ 16%
Data source:	Oxfordshire County Council, ALARM Survey
Note:	This is not a nationally recognised measure for calculating condition, as it does not conform to any agreed methodology for calculating the condition scores; the survey used also has a margin of error of ± 2%.



Description:	• The graph illustrates the percentage of roads in good condition (green) between 2019 and 2025. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2024) the percentage of roads in good condition has increased by 4%. Between 2019 and 2025, the percentage of roads in good condition has increased by 16%. • This pattern indicates that Oxfordshire is performing better than the national average.
Variables:	• Oxfordshire County Council has adopted a data-driven approach to managing its road network, including the use of the Highway Infrastructure Asset Management Strategy (HIAMS) to guide investment decisions and ensure a more efficient use of resources. • A £7 million resurfacing programme in 2024 treated nearly 100 roads across 50 towns and villages, covering over 1 million square metres of roadway. • There has also been a larger allocation of funding spend on preventative maintenance in the last few years, which is more cost-effective and improves long-term road condition. (source) • Changes in condition assessment methods (e.g., SCANNER surveys) can influence reported percentages.
Outlook:	• The outlook for this KPI is positive, with the percentage of roads in good condition continuing to increase since 2023. This is extremely positive as vehicle weight has increased since this time i.e. with more EVs on the road typically heavier than a combustion engine vehicle.

KPI 18: Percentage of roads in adequate condition (amber)

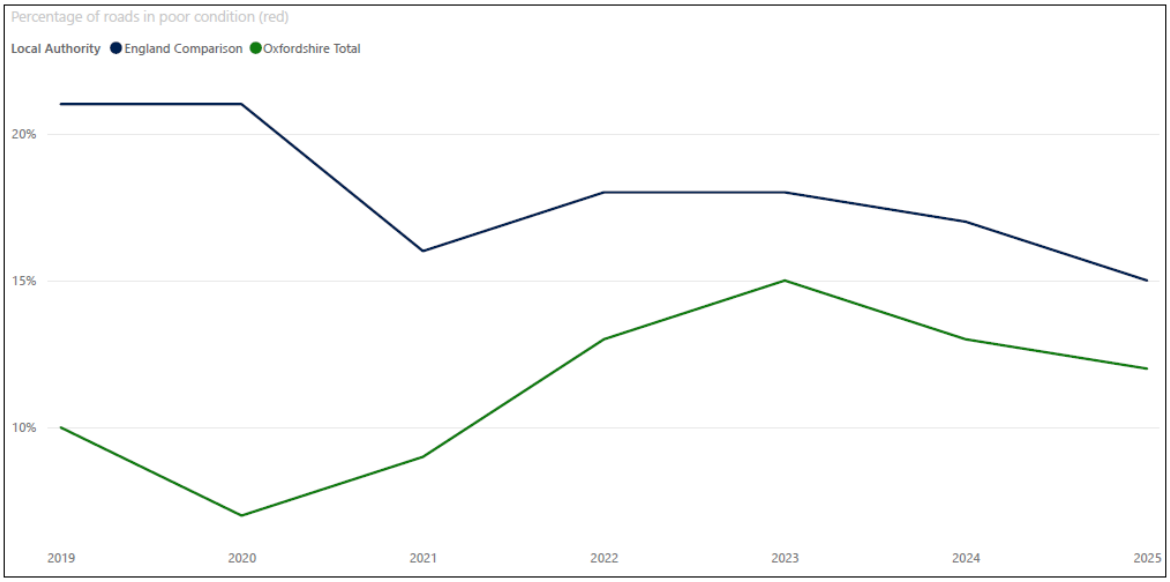
OVERVIEW	Status: On track
Baseline value (2019):	40%
Value (2025):	31%
Change from baseline:	- 23%
Data source:	Oxfordshire County Council, ALARM Survey
Note:	This is not a nationally recognised measure for calculating condition, as it does not conform to any agreed methodology for calculating the condition scores; the survey used also has a margin of error of ± 2%.



Description:	• The graph illustrates the percentage of roads in adequate condition (amber) between 2019 and 2025. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2024) the percentage of roads in adequate condition has not changed and remained at 31%. Between 2019 and 2025, the percentage of roads in adequate condition has decreased by 23%.
Variables:	• Alone, this number provides limited information. In conjunction with the percentage of roads in good condition increasing, and the percentage of road in poor condition being steady, this suggests that condition of the road network is improving overall.
Outlook:	• The outlook for this KPI is positive, with the percentage of roads in good condition increasing and the percentage of roads in poor condition decreasing since 2023.

KPI 19: Percentage of roads in poor condition (red)

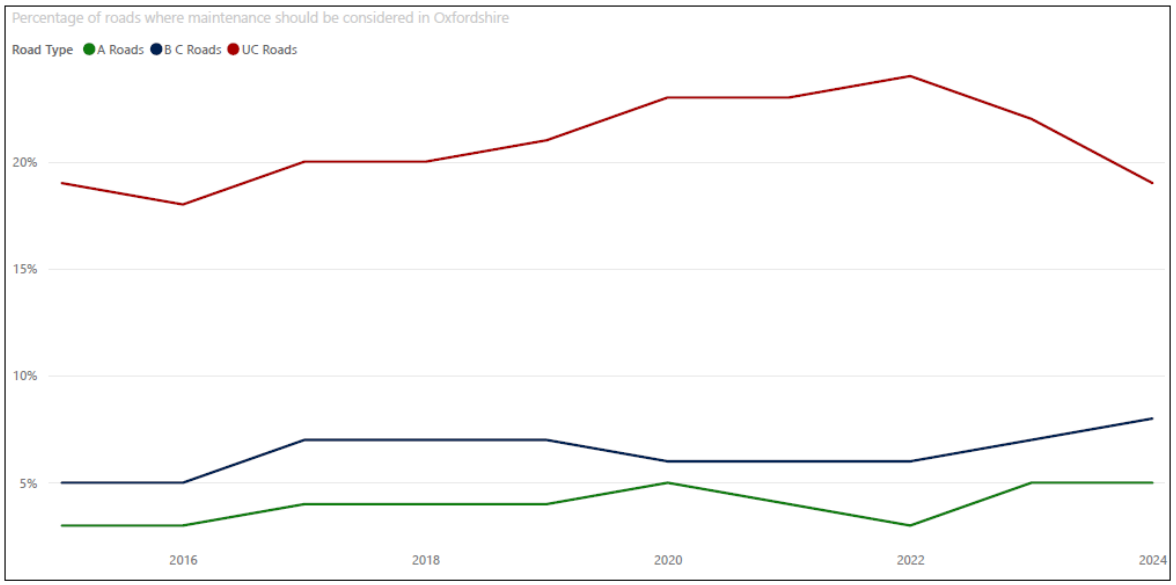
OVERVIEW	Status: Needs Attention ⚠
Baseline value (2019):	10%
Value (2025):	12%
Change from baseline:	+ 20%
Data source:	Oxfordshire County Council, ALARM Survey
Note:	This is not a nationally recognised measure for calculating condition, as it does not conform to any agreed methodology for calculating the condition scores; the survey used also has a margin of error of ± 2%.



Description:	• The graph illustrates the percentage of roads in poor condition (red) between 2019 and 2025. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2024) the percentage of roads in poor condition has decreased by 8%. Between 2019 and 2025, the percentage of roads in poor condition has increased by 20%. • This pattern indicates that Oxfordshire is performing better than the national average.
Variables:	• Oxfordshire, like many councils, faced years of underfunding for road maintenance. This led to a backlog of repairs, especially on rural B and C roads, which make up a large portion of Oxfordshire's network. • Despite these challenges, the percentage of roads in poor condition has remained below the national figure. • In the short term, this figure has been alleviated due to the surface dressing programme in 2024 and £3.7 million in pothole funding and additional Department for Transport grants in 2023.
Outlook:	• The outlook for this KPI is positive, despite a slight increase since 2019, the percentage of roads in good condition has been increasing and the percentage of roads in poor condition has been decreasing since 2023.

KPI 20: Percentage of roads where maintenance should be considered

OVERVIEW			Status: On track
Road Type:	**A roads**	**B and C roads**	**UC roads**
Baseline value (2019):	4%	7%	21%
Value (2024):	5%	8%	19%
Data source:	Department for Transport, Condition of local authority managed roads		
Note:	The survey used by DfT tends to have a margin of error of ± 2%; the DfT are also changing the data collection and reporting methodology.		



Description:	• The graph illustrates the percentage of roads where maintenance should be considered in Oxfordshire between 2008 and 2024. A roads are displayed in green, B and C roads in blue and unclassified (UC) roads in red. • Higher values indicate a greater percentage of roads where maintenance should be considered while lower values reflect a smaller percentage of roads where maintenance should be considered.
Trend:	• The percentage of A roads where maintenance should be considered has increased from 4% in 2019 to 5% in 2023 where it has remained steady at 5% in 2024. • The percentage of B and C roads where maintenance should be considered has increased from 7% in 2019 and 2023 to 8% in 2024. • The percentage of UC roads where maintenance should be considered has decreased from 21% in 2019 and 22% in 2023 to 19% in 2024.
Variables:	• Local authority budgets and Department for Transport allocations strongly affect maintenance cycles. If funding has been prioritised for specific routes, others may receive less attention. • Extreme weather events accelerate surface damage, especially on roads with weaker drainage • Changes in condition assessment methods (e.g., SCANNER surveys) can influence reported percentages.
Outlook:	• The outlook for this KPI is positive, the percentage of A, B and C roads where maintenance should be considered has been relatively steady, while the percentage of UC roads where maintenance should be considered has deceased since 2022.

KPI 21: Percentage of pavements/cycle ways in good condition

OVERVIEW	Status: Work ongoing
Update:	• There is not a readily available data source about the condition of cycle ways and footway data is not reliable enough to be used at this stage. We will continue to investigate potential data sources for these KPIs.

KPI 22: Percentage of pavements/cycle ways in fair condition

OVERVIEW	Status: Work ongoing
Update:	• There is not a readily available data source about the condition of cycle ways and footway data is not reliable enough to be used at this stage. We will continue to investigate potential data sources for these KPIs.

KPI 23: Percentage of pavements/cycle ways in poor condition

OVERVIEW	Status: Work ongoing
Update:	• There is not a readily available data source about the condition of cycle ways and footway data is not reliable enough to be used at this stage. We will continue to investigate potential data sources for these KPIs.

3.9. Road safety

KPI 24: Pedestrian KSI

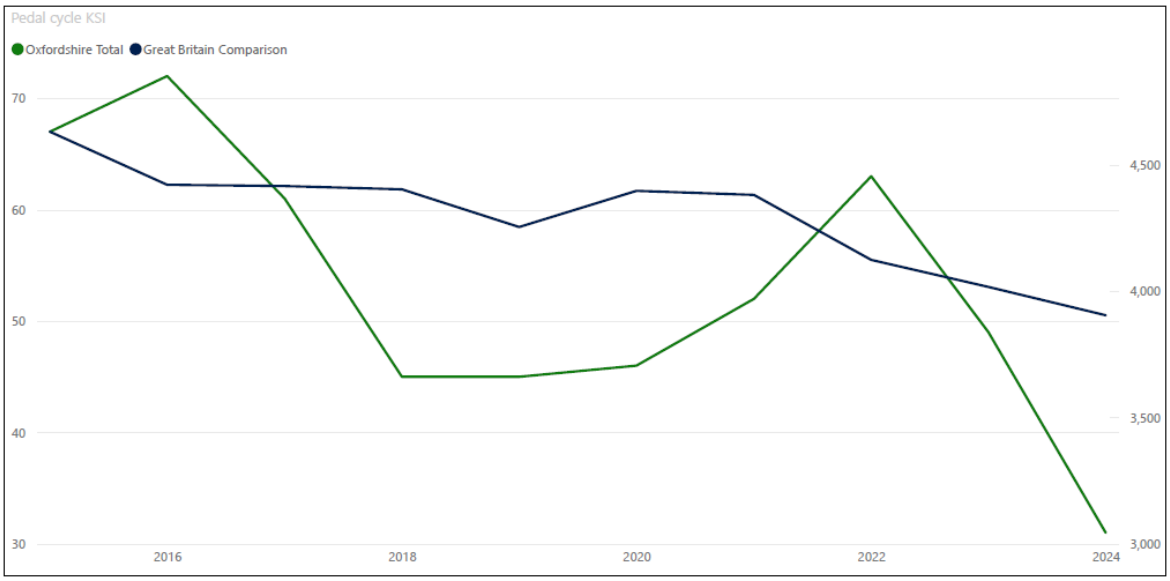
OVERVIEW	Status: At Risk
Baseline value (2019):	32 killed and seriously injured (KSI) Casualties
Value (2024):	36 KSI Casualties
Change from baseline:	+ 13%
Data source:	Compiled by OCC using Thames Valley Police reports with STATS-19

Description:	• The graph illustrates total KSI casualties for pedestrians between 2015 and 2024. Oxfordshire is displayed in green and Great Britain in blue.
Trend:	• From the previous year (2023) KSI casualties for pedestrians have increased by 24%. Between 2019 and 2024, the number of KSI casualties increased by 13%.
Variables:	• While e.g. 20mph zones and school streets are expected to reduce KSIs in populated areas, higher-speed rural roads require further attention. This is being considered as part of the ongoing work for LCWIPs and MAPs. • The pandemic led to a temporary drop in traffic volumes and casualties due to a reduction in vehicle traffic. As travel returned to pre-pandemic levels, so did exposure to risk. • KPI 29 depicts a higher number of walking trips Oxfordshire, in accordance with national trends. More walking leads to higher exposure to collision risk. (source). • The Road Traffic Accident Data Summary 2024, indicates that pedestrian KSI casualties have decreased by 28% compared to the 2010–2014 baseline.
Outlook:	• The future of this KPI is unclear. The scale of the decrease is amplified because the baseline year reflects pre-COVID-19 conditions and is limited to a single year. • Changes in technology may also improve road safety by enabling real-time hazard detection, automated braking, and connected vehicles. • In future, a new baseline should be established that aligns with the Road Traffic Accident Data Summary, which uses an average KSI

	casualty figure from 2010–2014. This approach provides a more accurate reflection of KSI casualties than relying on a single year.

KPI 25: Pedal cycle KSI

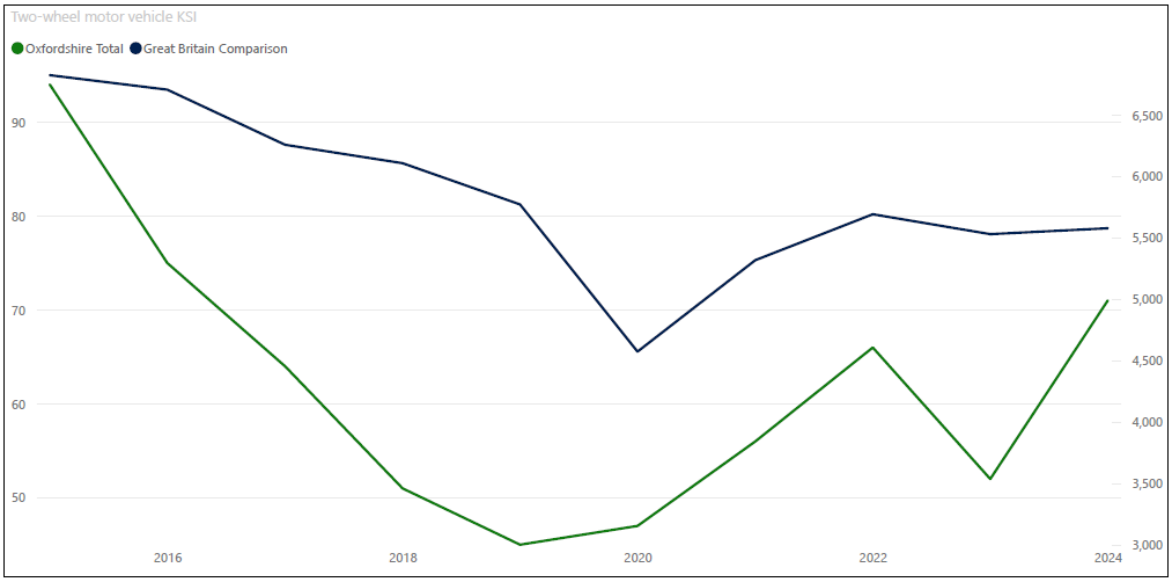
OVERVIEW	**Status: On track**
Responsible team:	Highway Maintenance
Baseline value (2019):	45 killed and seriously injured (KSI) Casualties
Value (2024):	31 KSI Casualties
Change from baseline:	- 31%
Data source:	Compiled by OCC using Thames Valley Police reports with STATS-19



Description:	• The graph illustrates total KSI casualties for pedal cyclists between 2015 and 2024. Oxfordshire is displayed in green and Great Britain in blue.
Trend:	• From the previous year (2023) KSI casualties for pedal cyclists have decreased by 37%. Between 2019 and 2024, the number of KSI casualties decreased by 31%. • This pattern reflects broader trends observed at a national level.
Variables:	• While e.g. 20mph zones and school streets are expected to reduce KSIs in populated areas, higher-speed rural roads require further attention. This is being considered as part of the ongoing work for LCWIPs and MAPs. • The Road Traffic Accident Data Summary 2024, indicates that KSI casualties for pedal cyclists have decreased by 53% compared to the 2010–2014 baseline.
Outlook:	• The future of this KPI is positive. The scale of the decrease is amplified because the baseline year reflects pre-COVID-19 conditions and is limited to a single year. • Changes in technology may also improve road safety by enabling real-time hazard detection, automated braking, and connected vehicles. • In future, a new baseline should be established that aligns with the Road Traffic Accident Data Summary, which uses an average KSI casualty figure from 2010–2014. This approach provides a more accurate reflection of KSI casualties than relying on a single year.

KPI 26: Two-wheel motor vehicle KSI

OVERVIEW	Status: At Risk
Baseline value (2019):	45 killed and seriously injured (KSI) Casualties
Value (2024):	71 KSI Casualties
Change from baseline:	+ 58%
Data source:	Compiled by OCC using Thames Valley Police reports with STATS-19



Description:	• The graph illustrates total KSI casualties for two-wheeled motor vehicles between 2015 and 2024. Oxfordshire is displayed in green and Great Britain in blue.
Trend:	• From the previous year (2023) KSI casualties for two-wheeled motor vehicles have increased by 37%. Between 2019 and 2024, the number of KSI casualties increased by 58%.
Variables:	• The pandemic led to a temporary drop in traffic volumes and casualties due to a reduction in vehicle traffic. As travel returned to pre-pandemic levels, so did exposure to risk. • National data consistently shows that motorcycle fatalities occur on rural roads, where higher speeds and limited visibility amplify crash severity. (source) • The Road Traffic Accident Data Summary 2024, indicates that KSI casualties for two-wheeled motor vehicles have decreased by 9% compared to the 2010–2014 baseline.
Outlook:	• The future of this KPI is unclear. The scale of the decrease is amplified because the baseline year reflects pre-COVID-19 conditions and is limited to a single year. • Changes in technology may also improve road safety by enabling real-time hazard detection, automated braking, and connected vehicles. • In future, a new baseline should be established that aligns with the Road Traffic Accident Data Summary, which uses an average KSI casualty figure from 2010–2014. This approach provides a more accurate reflection of KSI casualties than relying on a single year.

KPI 27: Motor vehicle only KSI

OVERVIEW	Status: Needs Attention ⚠
Baseline value (2019):	105 killed and seriously injured (KSI) Casualties
Value (2024):	114 KSI Casualties
Change from baseline:	+ 9%
Data source:	Compiled by OCC using Thames Valley Police reports with STATS-19
Note:	This number includes KSI casualties for motor vehicle occupants within cars, buses, vans, and lorries.

Description:	• The graph illustrates total KSI casualties for motor vehicles between 2015 and 2024. Oxfordshire is displayed in green and Great Britain in blue.
Trend:	• From the previous year (2023) KSI casualties for motor vehicles have increased by 19%. Between 2019 and 2024, the number of KSI casualties increased by 9%.
Variables:	• The pandemic led to a temporary drop in traffic volumes and casualties due to a reduction in vehicle traffic. As travel returned to pre-pandemic levels, so did exposure to risk. • Expansion of bus routes and freight activity (due to e-commerce growth) increases occupant exposure. • The Road Traffic Accident Data Summary 2024, shows that the sample size for van and lorry occupants is very small.
Outlook:	• The future of this KPI is unclear. The scale of the decrease is amplified because the baseline year reflects pre-COVID-19 conditions and is limited to a single year. • Changes in technology may also improve road safety by enabling real-time hazard detection, automated braking, and connected vehicles. • In future, a new baseline should be established that aligns with the Road Traffic Accident Data Summary, which uses an average KSI casualty figure from 2010–2014. This approach provides a more accurate reflection of KSI casualties than relying on a single year.

3.10. Transport emissions

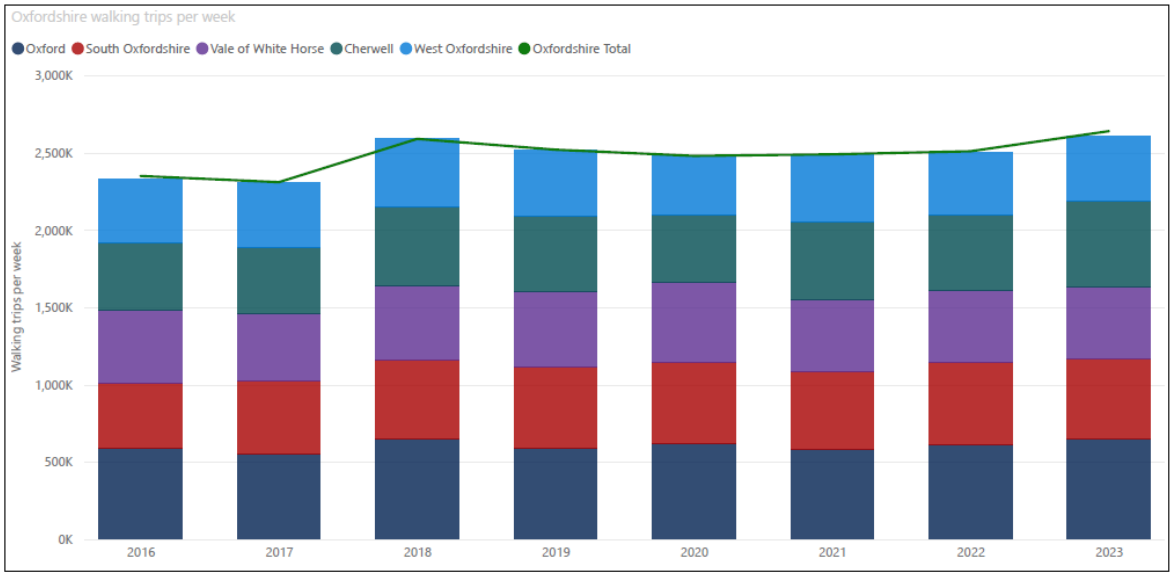
KPI 28: Transport emissions

OVERVIEW	Status: Removed
Update:	This figure has been removed.
Reason for removal:	This is being utilised under section 4.2 Air Quality as part of tracking KPI 1.

3.11. Walking and cycling

KPI 29: Number of walking trips

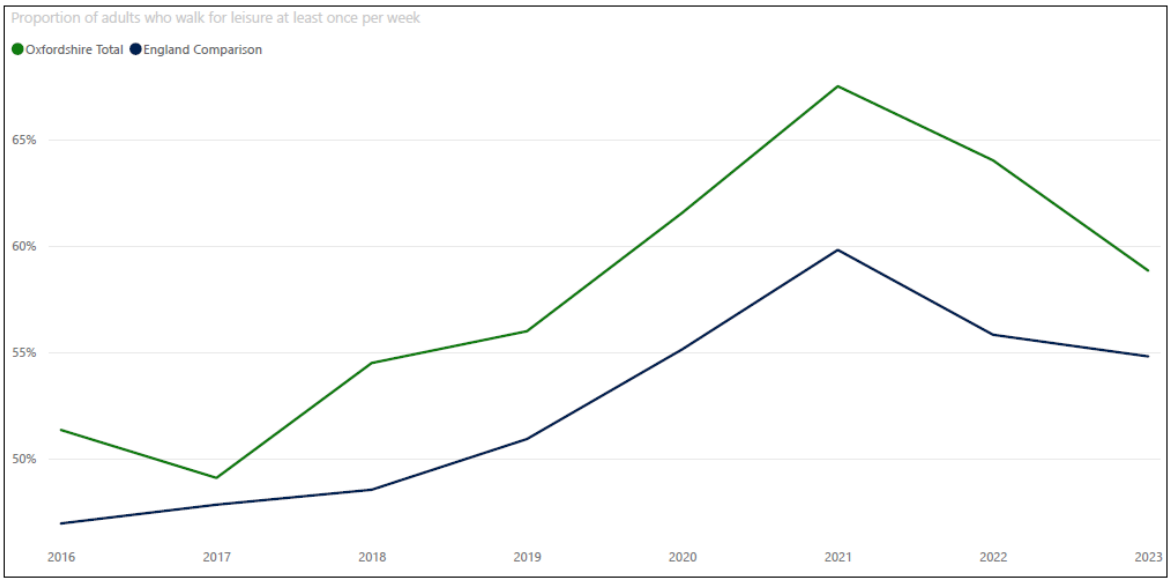
OVERVIEW	Status: On track
Baseline value (2019):	2,520,000 walking trips per week
Value (2023):	2,640,000 walking trips per week
Change from baseline:	+ 5%
Data source:	Department for Transport, Walking and Cycling Statistics: Active Lives Survey



Description:	• The graph illustrates the number of walking trips per week between 2016 and 2023. The green line depicts the Oxfordshire total, while the columns compare trends for individual district councils within the county.
Trend:	• From the previous year (2022) the number of walking trips per week have increased by 5%. Between 2019 and 2023, the number of walking trips per week have increased by 5%.
Variables:	• There has been targeted policies and initiatives put into place to make walking more inclusive and accessible. • Local authorities and health organisations have promoted walking as part of daily routines, not just as part of a commute or transport.
Outlook:	• The future of this KPI is positive. The number of walking trips per week have remained steady since 2020 and have risen in the past year. • Moving forward, this target will have to be reconsidered since the Department for Transport will no longer publish data on walking and cycling frequency previously derived from the Active Lives Survey (source) • To mitigate the above bullet point, The County Council is working on embedding the use of VivaCity sensors in strategic locations within the county to capture monitoring data to provide a more robust and reliable data source. • It is planned that the approach is utilised in the 26/27 financial year.

KPI 30: Percentage of adults that do any walking at least once per week

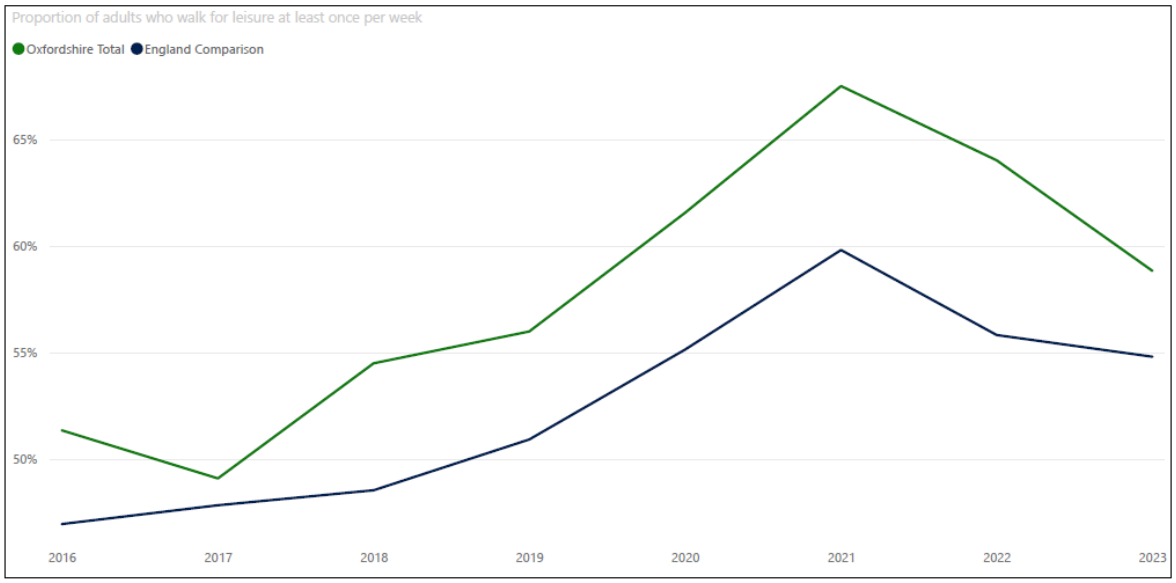
OVERVIEW	Status: Needs Attention ⚠
Baseline value (2019):	76.8%
Value (2023):	74.7%
Change from baseline:	- 3%
Data source:	Department for Transport, Walking and Cycling Statistics: Active Lives Survey



Description:	• The graph illustrates percentage of adults that do any walking at least once per week between 2016 and 2023. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2022) the percentage of adults that do any walking at least once per week have decreased by 2%. Between 2019 and 2023, the percentage of adults that do any walking at least once per week have decreased by 3%. • This pattern reflects broader trends observed at a national level.
Variables:	• COVID-19 disrupted regular walking habits. While some people walked more locally during lockdowns, many lost commuting-related walking. • This has been coupled with growth in home deliveries (groceries, shopping) reducing the need for walking trips. • Active travel infrastructure is less developed outside of urban centres, limiting uptake among older adults and commuters.
Outlook:	• The future of this KPI is unclear. The percentage of adults who walk for travel at least once per week has declined since 2021. • COVID-19 drastically reshaped walking habits, reducing routine commutes while slightly boosting walking for leisure and wellbeing. • Moving forward, this target will have to be reconsidered since the Department for Transport will no longer publish data on walking and cycling frequency previously derived from the Active Lives Survey (source)

KPI 31: Percentage of adults that walk for leisure at least once per week

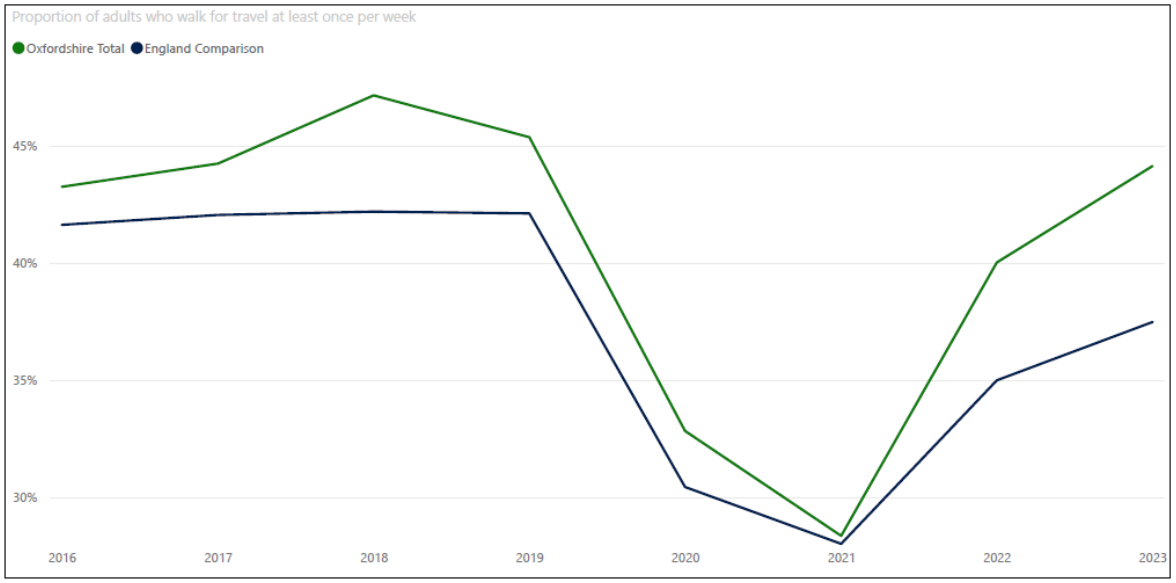
OVERVIEW	Status: On track
Baseline value (2019):	56.0%
Value (2023):	58.8%
Change from baseline:	+ 5%
Data source:	Department for Transport, Walking and Cycling Statistics: Active Lives Survey



Description:	• The graph illustrates percentage of adults that walk for leisure at least once per week between 2016 and 2023. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2022) the percentage of adults that walk for leisure at least once per week have decreased by 8%. Between 2019 and 2023, the percentage of adults that walk for leisure at least once per week have increased by 5%. • This pattern reflects broader trends observed at a national level.
Variables:	• Lockdowns and restrictions encouraged outdoor activities like walking for leisure, boosting participation during those years. • As restrictions eased, people returned to gyms, indoor activities, and social venues, reducing reliance on walking for leisure. • Local authorities and health organisations have promoted walking as part of daily routines, not just transport. • The Active Lives Survey notes that walking rates can fluctuate due to weather conditions. A colder or wetter year can reduce walking frequency.
Outlook:	• The future of this KPI is unclear. Although the percentage of adults that walk for leisure has increased since the 2019 baseline, the figure has been steadily decreasing since 2021. • Moving forward, this target will have to be reconsidered since the Department for Transport will no longer publish data on walking and cycling frequency previously derived from the Active Lives Survey (source)

KPI 32: Percentage of adults that walk for travel at least once per week

OVERVIEW	Status: Needs Attention ⚠
Baseline value (2019):	45.4%
Value (2023):	44.1%
Change from baseline:	- 3%
Data source:	Department for Transport, Walking and Cycling Statistics: Active Lives Survey



Description:	• The graph illustrates percentage of adults that walk for travel at least once per week between 2016 and 2023. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2022) the percentage of adults that walk for travel at least once per week have increased by 10%. Between 2019 and 2023, the percentage of adults that walk for travel at least once per week have decreased by 3%. • This pattern reflects broader trends observed at a national level.
Variables:	• As restrictions eased there was a boost in walking for travel as people resumed more normal travel patterns. • However, increased remote working post-pandemic means fewer commuting trips, which traditionally included walking segments (e.g., to bus stops or railway stations). • Growth in housing developments further from town centres often reduces the practicality of walking as part of a regular commute.
Outlook:	• The future of this KPI is unclear. Although the percentage of adults that walk for travel has decreased since the 2019 baseline, the figure has been steadily increasing since 2021. • COVID-19 drastically reshaped walking habits, reducing walking for routine commutes and travel. • Moving forward, this target will have to be reconsidered since the Department for Transport will no longer publish data on walking and cycling frequency previously derived from the Active Lives Survey (source)

KPI 33: Percentage of adults that do any cycling at least once per week

OVERVIEW	Status: At Risk
Baseline value (2019):	21.4%
Value (2023):	18.1%
Change from baseline:	- 16%
Data source:	Department for Transport, Walking and Cycling Statistics: Active Lives Survey

Description:	• The graph illustrates the percentage of adults that do any cycling at least once per week between 2016 and 2023. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2022) the percentage of adults that do any cycling at least once per week have decreased by 2%. Between 2019 and 2023, the percentage of adults that do any cycling at least once per week have decreased by 16%. • This pattern reflects broader trends observed at a national level.
Variables:	• Active travel schemes are in development that have not yet been delivered to support an increase in cycle trips. • Ongoing stakeholder engagement has identified perceived safety risks, especially in rural and car-dominated areas, discouraging cycling. • Cycling continues to lag in rural areas due to factors like longer travel distances, fewer dedicated cycle paths, and topographical challenges.
Outlook:	• The future of this KPI is unclear. The scale of the decrease is amplified because the baseline year reflects pre-COVID-19 conditions. • It is important to clarify that the reduction in the percentage of adults who cycle at least once per week does not indicate a decline in cycle provision, as this figure has been more heavily influenced by changes in commuting patterns. • Moving forward, this target will have to be reconsidered since the Department for Transport will no longer publish data on walking and cycling frequency previously derived from the Active Lives Survey (source)

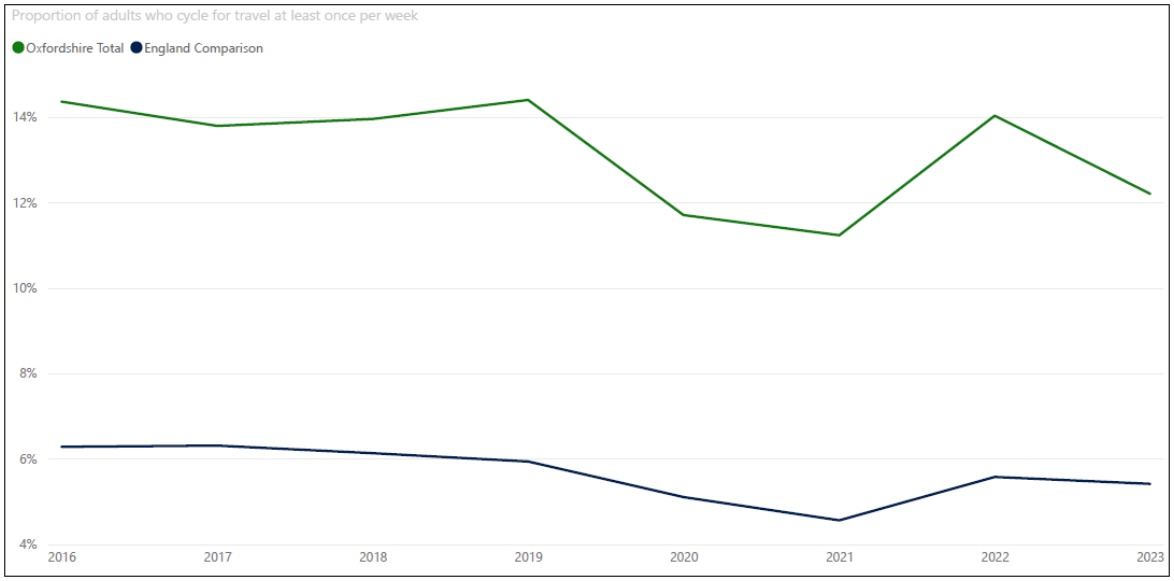
KPI 34: Percentage of adults that cycle for leisure at least once per week

OVERVIEW	Status: At Risk
Baseline value (2019):	11.3%
Value (2023):	9.1%
Change from baseline:	- 19%
Data source:	Department for Transport, Walking and Cycling Statistics: Active Lives Survey

Description:	• The graph illustrates the percentage of adults that cycle for leisure at least once per week between 2016 and 2023. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2022) the percentage of adults that cycle for leisure at least once per week have increased by 8%. Between 2019 and 2023, the percentage of adults that cycle for leisure at least once per week have decreased by 19%. • This pattern reflects broader trends observed at a national level.
Variables:	• Lockdowns and restrictions encouraged outdoor activities like cycling for leisure, boosting participation during those years. • The Active Lives Survey notes that walking rates can fluctuate due to weather conditions. A colder or wetter year can reduce walking frequency. • Active travel schemes are in development that have not yet been delivered to support an increase in cycle trips.
Outlook:	• The future of this KPI is unclear. The scale of the decrease is amplified because the baseline year reflects pre-COVID-19 conditions. • It is important to clarify that the reduction in the percentage of adults who cycle for leisure at least once per week does not indicate a decline in cycle provision, as this figure has been more heavily influenced by behavioural changes since COVID-19. • Moving forward, this target will have to be reconsidered since the Department for Transport will no longer publish data on walking and cycling frequency previously derived from the Active Lives Survey (source)

KPI 35: Percentage of adults that cycle for travel at least once per week

OVERVIEW	Status: At Risk
Baseline value (2019):	14.4%
Value (2023):	12.2%
Change from baseline:	- 15%
Data source:	Department for Transport, Walking and Cycling Statistics: Active Lives Survey



Description:	• The graph illustrates the percentage of adults that cycle for travel at least once per week between 2016 and 2023. Oxfordshire is displayed in green and England in blue.
Trend:	• From the previous year (2022) the percentage of adults that cycle for travel at least once per week have decreased by 13%. Between 2019 and 2023, the percentage of adults that cycle for travel at least once per week have decreased by 15%.
Variables:	• As restrictions eased there was a boost in cycling for travel as people resumed more normal travel patterns. • However, increased remote working post-pandemic means fewer commuting trips, which traditionally included cycling for travel. • Cycling continues to lag in rural areas due to factors like longer travel distances, fewer dedicated cycle paths, and topographical challenges. • Physical barriers and lack of segregated cycle paths discourage use by less confident cyclists, including families and disabled individuals using adapted bicycles. • Nationally, the UK government reduced active travel budgets by two-thirds in 2023.
Outlook:	• The future of this KPI is unclear. The scale of the decrease is amplified since the baseline year reflects pre-COVID-19 conditions. • It is important to clarify that the reduction in the percentage of adults who cycle at least once per week does not indicate a decline in cycle provision, as this figure has been more heavily influenced by changes in commuting patterns. • Moving forward, this target will have to be reconsidered since the Department for Transport will no longer publish data on walking and cycling frequency previously derived from the Active Lives Survey (source)

KPI 36: LCWIP implementation

OVERVIEW	Status: Work Ongoing
Update:	• Work is ongoing to align and evaluate infrastructure delivery projects against adopted Local Cycling and Walking Infrastructure Plans (LCWIPs). • Data is expected to be available in the 26/27 financial year.

KPI 37: LCWIP development

OVERVIEW				Status: On track
Number of LCWIPs Approved per year:	2020	2022	2023	2025
	2	1	4	4
Number of LCWIPs waiting CMD decision:	2	Number of LCWIPs in development:	4	
Data source:	Compiled by OCC			
Description:	• The chart illustrates the number of Local Cycling and Walking Infrastructure Plans (LCWIPs) approved per year from 2020 to 2025. The chart also includes the number of LCWIPs currently awaiting a CMD decision and those in development.			
Trend:	• The number of LCWIPs approved per year has been steadily increasing since 2020.			
Variables:	• Developing LCWIPs requires detailed data analysis, stakeholder engagement, and technical design work. Running work for multiple LCWIPs together reduces duplication and speeds up approvals once feedback is processed.			
Outlook:	• The outlook for this KPI is positive, with two LCWIPs currently awaiting approval and four more in development, the Council is well-positioned to maintain progress against this measure.			

KPI 38: Active Travel England Capability Rating

OVERVIEW			Status: On track
Capability rating:	2023	2024	2025
	2	2	3
Data source:	Active Travel England, Active travel capability ratings		
Description:	A level 3 rating indicates that Oxfordshire demonstrates a very strong local leadership and organisational capability, comprehensive plans, and a significant network in place with a growing number of people choosing to walk, wheel and cycle.		
Variables:	• Although multiple active travel policies have been rolled out, schemes continue to be in development and not yet delivered. • This would affect the capability rating as Oxfordshire has not yet demonstrated successive increases in walking, wheeling and cycling.		
Outlook:	• The outlook for this KPI is positive. The progress to achieve a higher rating reflects a notable shift from “emerging network” (Level 2) to “established network with strong governance and delivery capability” (Level 3). There are only 11 other authorities with level 3 scoring.		

4. Current state of delivery

4.1. Walking and cycling

Policy 1: Transport user hierarchy

Policy 1a *We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:*

- *Walking and wheeling (including running, mobility aids, wheelchairs and mobility scooters)*
- *Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)*
- *Public transport (bus, scheduled coach, rail and taxis)*
- *Motorcycles*
- *Shared vehicles (car clubs and carpooling)*
- *Other motorised modes (cars, vans and lorries)*

Status:	Ongoing
Responsible team:	Place Shaping
General state of delivery:	This principle has been in place since 2022 and is followed by all teams in OCC, re-focusing policies, strategies, designs and maintenance activities to prioritise pedestrians and cyclists.
Change over last financial year:	N/A
Future delivery:	N/A

Policy 2: Cycling and walking network

Policy 2a *Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated Oxfordshire Walking and Cycle Design Standards (to be published in 2022).*

Status:	Ongoing
Responsible team:	Place Shaping, Active Travel Team, Active Travel Delivery
General state of delivery:	LCWIPs have now been developed or are being developed for all major settlements in Oxfordshire. These strategic documents identify improvements needed to develop comprehensive walking and cycling networks in each settlement. Each LCWIP has been developed with an emphasis on stakeholder engagement to ensure that local needs are considered in the plans. All proposed infrastructure improvements identified in these documents will be implemented in line with national design standards.
Change over last financial year:	Chipping Norton and Woodstock LCWIPs have been developed within this financial year. In the past year, the Active travel team has developed new standard procedures for creating an LCWIP, to ensure that key outputs meet the same standards countywide and that all identified infrastructure improvements integrate into the prioritised active travel infrastructure improvement pipeline. These changes have improved visibility over the status of schemes to be delivered and will enable schemes to be delivered more efficiently.
Future delivery:	LCWIP schemes are being actively worked on and will continue to be progressed as capacity and funding allows, following OCC's newly developed LCWIP scheme prioritisation system. The remaining sections of the SATNs will be audited. The Oxfordshire Walking and Cycle Design Standards are largely being replaced by the upcoming Street Design Code. Future schemes should follow

	the Code, as well as national guidance including LTN 1/20, Inclusive Mobility Guidance, and Manual for Streets 3.

Policy 2b *Ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the Development, and that the internal routes connect easily and conveniently to community facilities and the local cycle and walking network.*

Status:	Ongoing
Responsible team:	Transport Development Management
General state of delivery:	TDM have and continue to apply policy 2b when assessing planning proposals on their merits. We can confirm that every planning application OCC is consulted on seeks to ensure that all new developments have safe and attractive walking and cycling connections to / from a site for all journey types i.e. commuting, leisure etc. Internal networks for all users are also secured to national local design (OCC adoptable) standards.
Change over last financial year:	N/A
Future delivery:	Continue to apply policy 2b when assessing planning proposals on their merits.

Policy 2c *Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.*

Status:	Ongoing
Responsible team:	Place shaping teams, Active travel delivery
General state of delivery:	OCC has two co-production mechanisms in place to develop and improve cycle and walking networks in new developments. One is the Active Travel Co-Production Group (ATCPG) which sits under the responsibility of the Active Travel Team and comprises 17 stakeholders countywide. This Group co-produces active travel policy generally. The second one has ad-hoc co-production groups set up by the active travel delivery team for each major scheme being developed/constructed which involves the main local stakeholder groups for direct comment.
Change over last financial year:	The Active Travel Co-Production Group (ATCPG) has been set up this financial year after the previous one was discontinued.
Future delivery:	No new co-production mechanisms are planned.

Policy 3: LCWIPs

Policy 3a *Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity.*

Status:	On-track
Responsible team:	Place shaping teams
General state of delivery:	All urban settlements in Oxfordshire with populations exceeding 10,000 either have a completed LCWIP or are currently in the process of developing one. So far Oxford, Abingdon, Didcot, Thame, Chipping Norton, Kidlington, Witney, Banbury, Bicester and Carterton have been developed. Wantage and Grove, Henley on Thames, Wallingford Area and Watlington LCWIPs are all in progress in South Oxfordshire and Vale of the White Horse, along with Charlbury and Eynsham in Cherwell and West Oxfordshire.

Change over last financial year:	Within the last financial year, the Chipping Norton LCWIP and Woodstock LCWIP have been developed. Both being approved by the cabinet member for highway management on the 24th of April 2025.
Future delivery:	Wantage and Grove is due to go to December CMD Wallingford Area- January 2026 CMD Henley on Thames LCWIP is still in early stages and Faringdon and Shrivenham LCWIP is being considered for future development.

Policy 3b *Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.*

Status:	Ongoing
Responsible team:	Place Shaping
General state of delivery:	The active travel team has created and implemented a new procedure this financial year to ensure LCWIPs are implemented and funded in the most efficient and strategic way possible. The team established a uniformed report template and a six-stage method (aligned to DfT guidance but tailored to OCC protocols). Every LCWIP now follows the same uniformed structure, headings and evidence expectations, which makes drafting, review and sign-off consistent and easier for reader to consume. It also vastly reduced the need to hire external consultants to draft LCWIPs. The procedure also includes: • Standardised GIS layers and datasets: walking and cycling networks, proposed interventions, and status/progress are captured in ArcGIS-compatible layers. This ensures interoperable mapping, cross-team checks (e.g., planning/resource maps), and a single truth for routes and schemes. • A common approach to prioritisation and packaging: rather than bespoke scoring per settlement, the procedure sets a shared approach: prioritisation is dynamic and evidence-led, allowing the team to package sections of routes into schemes that best fit funding opportunities (S106/CIL, Active Travel England, etc.). • Integration with OCC strategies and programmes: each LCWIP explicitly references and aligns to OCC's LTCP, SATN, Greenways, Mobility Hubs and the evolving Street Design Code, so design standards and wider place-shaping objectives remain consistent. • Centralised intervention register: interventions are maintained as a countywide list (shared with colleagues), linked to the bidding/programme teams. All interventions on the countywide list are then scored according a set of 15 criteria and those receiving the highest scores are automatically selected.
Change over last financial year:	This new procedure has been developed and rolled out this financial year.
Future delivery:	As OCC receives funding it will be immediately allocated to the highest scoring schemes.

Policy 3c Support rural areas and smaller settlements to develop their own walking and cycling plans.

Status:	Not started
Responsible team:	Place shaping teams
General state of delivery:	Each place shaping team has a long list of future LCWIPs that will be developed when time and resources become available. Currently, no resources are allocated to provide supporting materials to rural areas and smaller settlements to develop their own LCWIPs.

Change over last financial year:	N/A
Future delivery:	As the SATN is taken forward, many routes and improvements will be identified that will have a positive impact on active travel in rural areas and smaller settlements.

Policy 4: Strategic Active Travel Network

Policy 4a *Develop a Strategic Active Travel Network in order to identify key routes for walking and cycling between destinations across the county and prioritise interventions to existing and new infrastructure.*

Status:	Complete
Responsible team:	Active travel team
General state of delivery:	The SATN report, which sets out desire lines for countywide strategic active travel routes, was adopted by Cabinet in March 2024. The publication came after the development of desire lines and various rounds of public engagement on the proposed desire lines in previous years.
Change over last financial year:	The phase one report was published this financial year and reports on previous efforts made toward this project including the strategic development of desire lines and rounds of public engagements. The report proposes guidelines for 10 separate focus areas for the delivery of phase two.
Future delivery:	The next phase in the delivery of the routes identified in the SATN is to audit the connections to identify on the ground alignments, and to audit each route to identify improvements needed to deliver each route. The Active travel team is planning to develop standard procedures for this audit that can be used by place shaping teams to take forward each of the proposed 10 areas into phase two.

Policy 4b *Identify and support all opportunities to develop and link up the Strategic Active Travel Network in new developments, rural and major roadworks and road schemes.*

Status:	In progress
Responsible team:	Active travel team, Highway maintenance teams, MAPPs team, Place shaping teams
General state of delivery:	Identifying the SATN network links is now a standardised step in the creation of LCWIPs to ensure that strategic policy documents are joined up. The MAPPs team have also ensured that SATN links are considered in each of their strategic outputs. The Active travel team is regularly engaging with other internal teams to ensure that the SATN is considered in strategic planning.
Change over last financial year:	The Active travel team has developed a countywide map of proposed LCWIP active travel improvements that is actively being integrated into the workstreams of the highway maintenance team. This will allow maintenance teams to pick up active travel “quick wins” or larger schemes when completing existing maintenance schemes nearby.
Future delivery:	As SATN improvements are identified through the delivery of phase two, they will be added to this integrated map.

Policy 5:Public rights of way

Policy 5a *Adapt the public rights of way network to current and future climate change by conducting assessments that involve communities, users, farmers and landowners as well as respecting the natural and historic environment.*

Status:	Paused
Responsible team:	Countryside Access Strategy and Development
General state of delivery:	This policy was to be enacted through the preparation of the next Rights of Way Improvement Plan (RoWIP) but this is on pause due to LGR and other capacity pressures. Spring 2025 saw an initial review of RoWIP. A

	recommendation to extend the current RoWIP will be put before Cabinet Member in spring 2026(est)
Change over last financial year:	Spring 2025 saw an initial review of RoWIP. A recommendation to extend the current RoWIP will be put before Cabinet Member in spring 2026(est)
Future delivery:	Anticipated 2027/8 as part of RoWIP3 preparation

Policy 5b *Protect the rights of access for the public by working closely with farmers, landowners, developers and householders to ensure the line, width, surface, vegetation and furniture is appropriate to the path and user.*

Status:	Ongoing
Responsible team:	Countryside Access (Operations and Delivery)
General state of delivery:	Team manages statutory duties within the budget they are given.
Change over last financial year:	It's ongoing work to protect and maintain the 2,600 miles of Public Rights of Way
Future delivery:	Business as usual – its a core function of CA O&D

Policy 5c Conduct maintenance and management of the public rights of way network that reflects the route, landscape characteristics and responds to the needs of users.

Status:	Ongoing
Responsible team:	Countryside Access (Operations and Delivery)
General state of delivery:	Team manages statutory duties within the budget they are given
Change over last financial year:	It's ongoing work to protect and maintain the 2,600 miles of Public Rights of Way
Future delivery:	Business as usual – it's a core function of CA O&D

Policy 5d *Whenever possible make the public rights of way more accessible to those with limited mobility, vision or confidence.*

Status:	Ongoing
Responsible team:	Countryside Access (Operations and Delivery) and Countryside Access Strategy and Development
General state of delivery:	A key part of current work but not undertaken in a systematic/planned way
Change over last financial year:	It's ongoing work to protect and maintain the 2,600 miles of Public Rights of Way
Future delivery:	Business as normal

Policy 5e Extend and improve the public rights of way network by securing on and offsite mitigation measures from developments and increasing partnership working with a range of stakeholders to achieve shared outcomes.

Status:	Ongoing
Responsible team:	Countryside Access Strategy and Development
General state of delivery:	A core part of CASD work – as larger planning applications emerge they are engaged with.
Change over last financial year:	NSIPs (3) have skewed work with no additional capacity provided.
Future delivery:	Business as normal

Policy 6: Greenways

Policy 6 *We will develop a number of Greenways across the county providing routes for people walking, cycling and equestrians. Priority will be given to routes that benefit communities and that have a deliverable route*.
s

Status:	Ongoing
Responsible team:	Countryside Access Strategy and Development
General state of delivery:	Reasonable progress with Cherwell Valley and Ladygrove Greenways and several smaller local schemes.
Change over last financial year:	Both Greenways are part implemented and works are underway on Ladygrove. Works continue for 26/27 FY
Future delivery:	Affected by landowner negotiations, cost base increases, protected species survey/mitigation, procurement process and contract process.

Policy 7: Community activation

Policy 7 *We will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by a wide range of community activation measures and promotional programmes that enable the whole community, and particularly those with greatest need, to benefit from these improvements, and for healthy day-to-day behaviours to become the norm.*

Status:	Ongoing
Responsible team:	Behavioural Change and Travel Planning Team (Place Shaping)
General state of delivery:	Work of the team has included: • Creation of the Better Travel website, a one-stop-shop information resource aiding residents and visitors of Oxon to find Active Travel opportunities. • The Community Outreach Active Travel (COAT) programme – a partnership between the charity Active Oxfordshire (AO) and OCC. This supports community groups to run local active travel activities by providing organisers Community Ideas Fund (CIF) funding and training. • Creating the in-development Active Travel Activities GIS map in conjunction with Place Shaping. This will identify gaps in provision and better align AT Activation work with physical works. • Commissioning BetterPoints Oxfordshire – an active travel incentive scheme app open to everyone who lives, works or studies in Oxon. It rewards user's active and sustainable travel by awarding them 'Better Points', a financially backed digital currency, which can be exchanged for goods and services, or donated to charity. • COAT was shortlisted for a national Modeshift award in 2025.
Change over last financial year:	The Behavioural Change and Travel Planning Team has expanded recently with the hiring of a workplace Engagement Officer and hiring of 2 British Cycling Community Developer officers.
Future delivery:	COATS year 3 launched, BetterPoints year 2 ongoing. Partnership working with British Cycling, Workplace officer in post and working with key employment sites.

4.2. Healthy Place Shaping

Policy 8: Healthy Streets Approach

Policy 8a *We will embed the Healthy Streets Approach and Design Check Tool into relevant guidance and decision-making processes to improve the human experience of streets and encourage walking and cycling.*

Status:	Not started - Workstreams planned
Responsible team:	Active Travel
General state of delivery:	There is currently no specific reference to the Healthy Streets Approach in the planning application documents or the End-to-End process. The Public Health team is developing an evidence-based document with relevant guidance, but this does not include the Healthy Streets Approach and Design Check Tool.
Change over last financial year:	Development of document by Public Health.
Future delivery:	The Council is considering adopting the Healthy Streets Approach, for which 15 officers will be officially trained. Once in application, officers will be required to evaluate a scheme using the Healthy Streets Approach before and after its construction to feed to the new Healthy Streets Score KPI. The initial assessment will then be used as a basis to design the scheme in alignment with the approach.

Policy 9: Health Impact Assessment

Policy 9a *We will require transport plans and infrastructure schemes to deliver health benefits and to mitigate any negative impacts by requiring all major schemes or plans where potential health issues are likely to arise, to screen for possible health and wellbeing impacts.*

Status:	On-track
Responsible team:	Relevant teams developing transport plans and infrastructure schemes
General state of delivery:	As part of the scheme developments, Health Impact Assessments are carried out as a standard process.
Change over last financial year:	Continued conducting relevant Health Impact Assessments.
Future delivery:	Continue conducting relevant Health Impact Assessments.

Policy 9b *We will require transport plans and infrastructure schemes to deliver health benefits and to mitigate any negative impacts by requiring a Rapid or Full HIA to be submitted for larger-scale infrastructure proposals.*

Status:	On-track
Responsible team:	Environment and Highways + Public Health and Communities
General state of delivery:	The Public Health and Communities team routinely reviews Health Impact Assessments (HIAs) depending on the scale of the development.
Change over last financial year:	Continued reviews.
Future delivery:	Since the awareness and importance of HIAs has increased, the team expects to review more of them.

Policy 10:Safe streets

Policy 10a *Support the creation of safe streets through traffic measures, particularly where they support the creation of strategic safe walking and cycling routes. Safe street locations will be identified when developing Local Cycling and Walking Infrastructure Plan networks.*

Status:	Ongoing
Responsible team:	Active Travel
General state of delivery:	This terminology is not used in Local Cycling and Walking Plans (LCWIPs). All routes, schemes and interventions identified in LCWIPs are designed to comply with the highest level of safety possible in line with county and national policies, guidance and technical transport notes.
Change over last financial year:	N/A
Future delivery:	N/A

Policy 10b *Encourage the use of filtered permeability in new developments to create safe streets and strategic walking and cycling routes.*

Status:	On-track
Responsible team:	Transport Development Management
General state of delivery:	Filtered permeability is encouraged on a case-by-case basis. Though there is no guidance solely focused on the concept, it is integrated into the street hierarchy of all major developments. It will also be incorporated in the Street Design Code as a design principle.
Change over last financial year:	Continued integration in workstreams.
Future delivery:	Continue integration in workstreams.

Policy 11: Travel to school and work

Policy 11a *Work with schools to develop a programme of walking and cycling measures for travel to and from school.*

Status:	On-track
Responsible team:	Place Shaping (Behaviour Travel Plan Team)
General state of delivery:	Actively working with schools to deliver active travel initiatives. 54 schools delivered active travel initiatives in the last academic year.
Change over last financial year:	Living Streets WOW scheme, delivering actions of the Sustainable School Travel Strategy action plan, which is the OCC's response to the Department of Education requirement for counties to develop a plan for sustainable travel.
Future delivery:	Continue delivering SSTS actions, including Living Streets WOW scheme, walk to school week, Dr bikes, park & ride implementation and promotion, school streets, and school zones. Aim to get data from more schools every year, especially given the limited data available from the previous years.

Policy 11b *Work with employers and businesses in the county to improve promotion and education of travel choices.*

Status:	Delayed
Responsible team:	Place Shaping
General state of delivery:	Supporting workplaces through mixture of meetings, workshops, lunch and learns and ad-hoc travel interventions for walking and cycling. Reached workplaces including the Oxford University Hospital Trust, Milton Park, Culham Science Park and Harwell Business Park.
Change over last financial year:	Recruited Workplace Technical Lead in October 2025, continued supporting workplaces.
Future delivery:	Will be developing a workplace travel strategy action plan and continue workplace support efforts in the meantime. Update and develop the Oxfordshire County Council Travel Plan.

Policy 12: Guidance for new developments

Policy 12 *We will embed the guidance for residential developments (Appendix 3) into relevant guidance and decision-making processes and will work with District and City Councils so that they are reflected in local planning guidance and design codes.*

Status:	On-track
Responsible team:	Place Shaping
General state of delivery:	Place Shaping is developing, in partnership with Create Streets Ltd, a comprehensive Street Design Code which aims to serve as a one-stop-shop for street design. Teams are also engaging with officers from all district councils to make sure they embed the Code in their own decision-making processes or, if possible, adopt it.
Change over last financial year:	Creation of a comprehensive Street Design Code and working with District Councils to ensure all the county's authorities use the same guidance.
Future delivery:	Delivery of the Code is expected to happen in May 2026.

Policy 13: Liveable neighbourhoods

Policy 13a *Work with our District and City Councils to ensure that regeneration schemes and new developments support application of the liveable neighbourhood model to create walkable, vibrant neighbourhoods.*

Status:	On-track
Responsible team:	Place Shaping; Public Health and Communities
General state of delivery:	The delivery of the liveable neighbourhood is a combination of multiple projects. The Liveable Neighbourhood Model is being explored through the Movement and Place (MAP) Plans and set actions and objectives which include it. It has been integrated into the Kerbside Strategies.
Change over last financial year:	The Public Health contribution has reduced to commenting on planning applications by the districts as a result of departmental reorganisation. A revised Street Design code will be developed to incorporate the kerbside strategy, which will explore the highway design.
Future delivery:	Public Health plan to integrate the principles into evidence-based planning applications' comments.

Policy 13b *Work with our District and City Councils to apply the liveable neighbourhood concept in our market towns and rural areas.*

Status:	On-track
Responsible team:	Place Planning
General state of delivery:	In South and Vale we have been concentrating on the strategic LCWIP documents and connectivity within and between settlements. Where these include modal filters and restrictions to traffic, such as quietways/lanes they are included. We also feed into the development management processes, integrating healthy streets principles into our replies. In West Oxfordshire highlights include adopting LCWIPs for Chipping Norton and Woodstock. Woodstock LCWIP in particular focuses on linking villages to the town of Woodstock, and each other, to enable improved sustainable access to services. In Cherwell, we are concentrating on delivery Active travel schemes as part of wider LCWIP programme and looking to develop corridor schemes focusing on all modes and place planning elements. We are also aiming to get the most infrastructure and improvements towards active travel connectivity from all the development coming around Bicester and Kidlington.
Change over last financial year:	Continued developing OCC schemes including the Witney High Street and Market Square Public realm improvement scheme has undergone two stages

	of engagement and is now progressing to detailed design for implementation in 2026. Continued responding to planning applications, notably the Council has signed the S106 for East Witney SDA which includes significant improvements for including walking and cycling from the development which previously lacked connections and has very limited onsite facilities to offsite facilities and the town centre. Received funding for preliminary design and master planning for Wantage Market Place. In Bicester, continued developing schemes such as A41 cycle scheme, responded to planning application including Puy Du Fou, Heyford Park and OxSRFI. Infrastructure delivery team is progressing the Middleton Stoney Rd active travel scheme and London Road active travel scheme. In Kidlington, dealing with OUFC planning application as well as developing the A44 mobility hub project.
Future delivery:	Continuing ongoing developing and planning workstreams. Detailed design for implementation in 2026 for the Witney High Street and Market Square Public realm improvement scheme. Will continue to bid for funding for next steps in Wantage Market Place Regeneration Project.

Policy 13c *Seek to enable the sharing of facilities in smaller towns and villages by delivering policies to improve walking and cycling connectivity in rural areas.*

Status:	On-track
Responsible team:	Place Shaping
General state of delivery:	SATN policy completed. Completion of 9 LCWIPs since 2020, 2 of which (Chipping Norton and Woodstock) are in rural towns. Additional 7 LCWIPs do consider rural connections to urban areas.
Change over last financial year:	Focused on SATN, LCWIPs, Greenways and school streets.
Future delivery:	Quiet lanes; SATN and Greenways phase 2; LCWIPs ongoing or planned in Charlbury, Wallingford area, Thame, Wantage & Grove, Faringdon, Carterton, Eynsham, Watlington and Henley; school street in Carterton

Policy 14: Integrated planning

Policy 14a *Work with our District and City Councils to deliver high quality neighbourhoods by embedding the LTCP policies and healthy place shaping principles into land use planning and guidance documents.*

Status:	On-track
Responsible team:	Place Shaping; Transport Development Management
General state of delivery:	Work is ongoing to embed LTCP policies and healthy place shaping principles into land use planning and guidance documents. The responsible team is Place Shaping, supported by planning and design functions working across districts. Preparation of the Oxfordshire Street Design Code is well advanced, with the code scheduled for release in Spring 2026 The Code establishes a unified, countywide approach to street and neighbourhood design, embedding healthy place shaping, active travel,

	inclusivity and accessibility into every stage of planning and design. By setting clear principles, street typologies and detailed guidance for layouts, junctions, walking and cycling infrastructure, greenery and public realm requirements, the Code gives District and City Councils a practical and consistent framework to apply when assessing development proposals. Its adoption by district councils will ensure that new developments and regeneration schemes align with LTCP objectives, enabling neighbourhoods that are walkable, vibrant, sustainable and designed around people rather than traffic. Efforts are ongoing to integrate these standards into planning guidance to ensure consistency across all authorities.
Change over last financial year:	Creation of a comprehensive Street Design Code and active engagement with district councils to support future adoption and application, ensuring shared guidance and consistency across the county. Oxfordshire Street Design Code is expected in April 2026. This will align with LTCP policies in terms of supporting active travel, inclusivity/accessibility and overall good design.
Future delivery:	Future delivery will involve finalising and publishing the Street Design Code in 2026 and continuing to work with District and City Councils to embed the principles into planning decision making.

Policy 14b *Work with our District and City Councils to explore ways of improving the integration of transport and land use planning.*

Status:	On-track
Responsible team:	Transport Strategy and Place Teams
General state of delivery:	Ongoing work with the Oxford Growth Commission and districts to understand what is needed for growth.
Change over last financial year:	The concept of the Oxfordshire Metro was first introduced during the discussion of OxRail 2040 Plan for Rail this year.
Future delivery:	Further Integrated Transport workstreams will continue to be identified.

Policy 14c *Continue to work with Oxfordshire local planning authorities, the Oxfordshire Local Enterprise Partnership and the Future Oxfordshire Partnership on cross-boundary matters.*

Status:	On-track
Responsible team:	Place Shaping
General state of delivery:	OCC continues to work with the Oxfordshire local planning authorities. The OCC Strategic Planning team have regular monthly planning liaison meetings with the districts/City. The OCC also works with the Oxfordshire Leaders Joint Committee, which emerged from the previous Future Oxfordshire Partnership in January 2025. OCC is also represented on the Oxford Growth Commission board and officer team, which was established in May 2025.
Change over last financial year:	Created two new groups - the Oxfordshire Leaders Joint Committee and the Oxford Growth Commission. The Oxfordshire Local Enterprise Partnership became Enterprise Oxfordshire in April 2025 and is now overseen by Oxfordshire County Council.
Future delivery:	Enterprise Oxfordshire will continue this partnership work.

4.3. Road Safety

Policy 15: Vision zero

Policy 15a *Adopt the vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets, to have safer, healthier, and more equitable mobility for all.*

Status:	On-track
Responsible team:	Vision Zero (Highway Maintenance); Business and Service Improvements
General state of delivery:	Vision Zero Programme has been delivered via OCC's Vision Strategy and Action plan, Oxfordshire Fire and Rescue Services (OFRS) Road Education Programme, as well as the Vision Zero Road Safety Infrastructure schemes OCC's Vision Zero annual target was reported on via the LTCP's second annual monitoring report, which was approved by Cabinet in November 2024. As reported in the LTCP monitoring report, the future Vision Zero target trajectory has indicated an average KSI reduction of 11 KSI per year is required to achieve Vision Zero 2030 target from 2023's road safety figures.
Change over last financial year:	How OCC is implementing the Vision Zero safe system approach is detailed within the Vision Zero Strategy and its supporting action plan with 59 actions, each assigned a delivery date over a 3-year delivery timetable. As of August 2025: • 18 actions have been completed • 33 actions currently in development • 5 actions not yet started • 3 actions not yet due In 2024/25, 12 Vision Zero Road Safety Infrastructure schemes were also delivered across Oxfordshire. • 6 x Cycle Safety & Connectivity schemes • 4 x Junction incident hot spots (cluster sites) • 1 x Speed Management Programme • 1 x Safer Routes to School The Road Safety Education element of the Vision Zero Programme is delivered via Oxfordshire Fire and Rescue Services (OFRS) Road Education Programme as part of their Community Safety Services. OFRS's Community Services Annual Report 2024/25 details the delivery of their Road Safety Education Programme for 2024/25.
Future delivery:	OCC's 2024 Road Casualty report was issued in the Autum 2025. It includes an update on Oxfordshire's road safety KSI numbers for 2024, and an updated position on trajectory against OCC's Vision Zero 2020, and 2050 Targets. Vision Zero Strategy actions will continue to be delivered in 2025/ 26, and OFRS will continue to deliver their Road Safety education Programme in 2025/26. Approximately 57 Vision Zero Road Safety Infrastructure schemes are planned for delivery in 2025/26 via the following programme headings: • Cycle Safety & Connectivity • Corridor/Strategic Road Safety Improvements • Junction incident hot spots (cluster sites) • Speed Management Programme • Safer Routes to School

Policy 15b *Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change.*

Status:	On-track
Responsible team:	Vision Zero (Highway Maintenance); Business and Service Improvements
General state of delivery:	The continued delivery of the Vision Zero Programme partnership approach, and the ongoing engagement with our Vision Zero road safety partners and stakeholders. Note: partnerships are a key element across all five of the Vision Zero aspects, as well as the bond between them. The Council does not have influence over all aspects of the Safe System Approach, and so it will be essential that we have support from and work closely with our national and local road safety partners. Vision Zero's safe system partnership working also applies to our own OCC internal approach, which includes joint delivery of Vision Zero with Oxfordshire Fire & Rescue Services (OFRS) and continued to dialogue and road safety idea sharing between our own council departments.
Change over last financial year:	The Vision Zero Strategy was jointly developed with a wide range of both our national and local road safety partners and stakeholders. The Strategy details how we are engaging with our partners to deliver Vision Zero , and has 4 specific Partnership actions: **PW1 – Develop and enhance our road safety partnership with Thames Valley Police through the Safer Oxfordshire Partnership** • Update: Thames Valley Police (TVP), OFRS, and OCC continue to work together operationally and strategically to deliver road safety across Oxfordshire, with the development of road safety infrastructure speed management schemes and targeted road safety operations jointly delivered by TVP and OFRS. **PW2 – Engage with our communities and stakeholders in road safety learning, discussions and processes using a co-production approach where appropriate.** • Update: We continue to work with our local and national stakeholders to share road safety knowledge and learning through the delivery of the Vision Zero Programme. OFRS also deliver Oxfordshire's annual Road Safety education programme, which is aligned with national road safety campaigns. We also engage using a co-production approach. **PW3 – Pursue a commitment from all road safety partner organisations to pledge support for Vision Zero and to make their own commitments to help deliver the Vision Zero strategy.** • Update: Thames Valley Police and the OPCC launched their own Safe System Road Safety Strategy in October 2024, **PW4 – Develop and set up a new Vision Zero Partnerships Board to support the delivery of Vision Zero across Oxfordshire.** • Update: Since TVP and OPCC launched their own Safe System Road Safety Strategy, stood up their Thames Valley Road Safety Partnership, which includes involvement from OCC and other councils and emergency services from across the Thames Valley region to deliver road safety across Oxfordshire.
Future delivery:	To support Vision Zero Programme parity across all the districts and areas in Oxfordshire, new Vision Zero Urban / Rural Road Safety Workshops have been set up. The Workshops are inviting local Councillors, road users' groups and local road safety stakeholders to discuss road safety issues and concerns they have in their particular areas and to find out what their road safety sites of concern are.

Policy 16: 20mph zones

Policy 16a *Promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature, environment and location.*

Status:	On-track
Responsible team:	Vision Zero (Highway Maintenance); Business and Service Improvements
General state of delivery:	In February 2022, Cabinet approved funding to deliver the 20mph Programme, meaning implementing the schemes came at no cost to town or parish councils. The initiative was not compulsory. A 20mph Programme marketing scheme has been developed and is being delivered across Oxfordshire, which is the initiative to promote the 20mph schemes, included promoting 20mph areas / zone outside schools, and in the areas where they have been implemented across Oxfordshire. With the 20mph Programme's 3 phase approach, many towns and villages in Oxfordshire have now transitioned to 20mph speed limit schemes, with the final phase 3 schemes locations being assessed, consulted on and delivered.
Change over last financial year:	The continued delivery on the 20mph Programme, Phase 3, and the continued delivery of the Vision Zero Speed Management programme.
Future delivery:	Further supporting measures to complement the 20mph rollout are required and these are to take place under the Vision Zero Speed Management Programme. The 20mph programme aligns with the Vision Zero strategy, which aims to eliminate road deaths and serious injuries. The additional 20mph programme supporting measures delivered via the Vision Zero programme will include the following: Speed and road safety incident data reviews to assess 20mph scheme effectiveness. • Adjustments to 20mph speed limits designs based on evidence, where required. • Further traffic calming measures implemented, if required. • Improved coordination with Thames Valley Police to enforce limits. The Vision Zero Team will carry out the 20mph programme analysis and monitoring/review work, on a 20mph scheme by scheme basis to determine what further measures are required (if any).

Policy 16b *Permit sign only 20mph schemes to be implemented regardless of the existing speeds travelled.*

Status:	On-track
Responsible team:	Vision Zero (Highway Maintenance); Business and Service Improvements
General state of delivery:	The 20mph Programme has been delivered over 3 phases, with the programme very largely complete by 31/03/2025. As of August 2025: • 276 Schemes completed • 7 Schemes in consultation / scheduled for consultation • 17 schemes not proceeding due either to local council not wishing to participate or having no roads within the scope of the programme
Change over last financial year:	Phase 3 of the 20mph Programme continues to be delivered, and it has been agreed that the ongoing monitoring and review of the 20mph Programme will take place under the Vision Zero programme. The Vision Zero Programme is implementing other non-20mph schemes and is delivering a number of speed reduction schemes via its Speed Management programme. These are schemes reviewing and reducing roads speeds on specific across Oxfordshire.
Future delivery:	As part of the Vision Zero Speed Management programme, the Vision Zero Team will be carrying out a speed review of the A and B roads across Oxfordshire. This will involve a systematic review of speed limits on A and B roads across Oxfordshire (not within scope of 20mph project) - including ancillary/complementary measures to support safety and other LTCP

	objectives. This review will involve a structured assessment of speed limits and their impact on road safety and will include: • Data Collection and Analysis – road usage and classification, RTC's, traffic monitoring, speed monitoring, traffic flows, existing speed limits and speed compliance levels. • Road assessments – Road design and condition, surrounding environment, signage and road markings • Stakeholder Engagement – linking in Cllrs, bus operators, local road user groups. • Speed Limit consultations – both informally and formally with local stakeholders, with CMD approvals. • Following the preliminary work, construction works will take place: • Speed Limit infrastructure adjustment interventions: Signage, road marking changes • Traffic calming measures: speed bumps, chicanes, road narrowing, additional measures to support enforcement if required.

Policy 16c *Carry out a consultation with public bodies such as the police, district and parish councils and local residents where a new 20mph speed restriction is proposed as per our statutory duties.*

Status:	On-track
Responsible team:	Vision Zero (Highway Maintenance); Business and Service Improvements
General state of delivery:	The status of each scheme is listed on the OCC's website: https://www.oxfordshire.gov.uk/transport-and-travel/traffic/20mph-scheme/20-limit-project-progress. This webpage gives the Cabinet Member decision date, the decision outcome, the status of the scheme, and the date the speed limit comes into affect. The 20mph Programme has been delivered over 3 phases, with the programme very largely complete by 31/03/2025 As of August 2025: • 276 Schemes completed • 7 Schemes in consultation / scheduled for consultation • 17 schemes not proceeding due either to local council not wishing to participate or having no roads within the scope of the programme
Change over last financial year:	The continued delivery on the 20mph Programme, Phase 3, and the continued delivery of the Vision Zero Speed Management programme.
Future delivery:	The remaining Phase 3 20mph schemes will continue to be consulted one and reviewed via the CMD process.

Policy 16d *Continue to work on the delivery of supporting measures to improve speed limit compliance. This includes the investigation of average speed cameras.*

Status:	On-track
Responsible team:	Vision Zero (Highway Maintenance); Business and Service Improvements
General state of delivery:	The Vision Zero Team are currently working with Thames Valley Police to develop further speed camera schemes, including average speed cameras, through the Vision Zero Speed Management programme.
Change over last financial year:	N/A
Future delivery:	The continued delivery on the 20mph Programme, Phase 3, and the continued delivery of the Vision Zero Speed Management programme.

Policy 17: Equestrians

Policy 17a *Consider the needs of equestrian users in roads and highways strategies and planning as well as operations.*

Status:	On-track

Responsible team:	Vision Zero (Highway Maintenance); Business and Service Improvements
General state of delivery:	The British Horse Society (BHS) is one of the OCC's Vision Zero Road Safety stakeholders. The BHS have inputted into the development of the Vision Zero Programme and are considered as a partner in the delivery of the Vision Zero Strategy. The Vision Zero Team are working with BHS to review BHS's road safety data from across Oxfordshire to understand equestrian's road safety issues and concerns. They are standing members of the Vision Zero Wider Stakeholder Group, as well as the Vision Zero Urban and Rural workshops. During these workshops, we work together so that their road safety sits of concern can be mapped and understood in terms of future Vision Zero Road Safety schemes. Under policies 5a,5b, 5c and 6, Equestrian users are included for strategy, management, planning and delivery on public rights of way work.
Change over last financial year:	The continued delivery of the Vision Zero Programme partnership approach, and the ongoing engagement with BHS to ensure equestrians are considered within road safety across Oxfordshire, especially since equestrians are one of the road user groups most at risk in the event of a road safety incident/collision Ongoing for public rights of way working.
Future delivery:	Continue to review BHS road safety data and lead workshops.

Policy 17b *Continue to embed Aim 5 of the Strategy for the Horse Industry in England and Wales into relevant guidance and decision-making processes in order to improve safety, network connectivity and network quality for equestrians.*

Status:	On-track
Responsible team:	Vision Zero (Highway Maintenance); Business and Service Improvements
General state of delivery:	Aim 5 of the Strategy for the Horse Industry in England and Wales is considered within the delivery of Vision Zero road safety schemes via the safe system approach as all vulnerable road users are considered first. Our ongoing engagement with the BHS via the Vision Zero Wider Stakeholder Group and the Vision Zero Urban/Rural Workshops, provides OCC with the direct feedback from equestrians when discussing and reviewing road safety concerns and the sites where they have encountered road safety issues in Oxfordshire.
Change over last financial year:	The continued delivery of the Vision Zero Programme partnership approach, and the ongoing engagement with BHS to ensure equestrians are considered within road safety across Oxfordshire
Future delivery:	The Vision Zero team will continue to engage with BHS on the delivery of Vision Zero road safety going forward.

4.4. Public Transport

Policy 18: Bus strategy

Policy 18a *Work in partnership with bus operators, District and City councils to maintain a commercially sustainable and comprehensive network of services which is accessible to as many residents as possible.*

Status:	On-track
Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	OCC has a signed Enhanced Partnership (EP) Plan and Scheme in place with the majority of our local bus operators, the City and District Councils and others.
Change over last financial year:	Further development of the EP, introduction of a multi-operator ticket and enhancements to the local bus network (routes and frequencies).
Future delivery:	June 2025 saw the introduction of agreed enhanced emission standards for bus in the City and wider County through the EP.

Policy 18b *Explore opportunities to accelerate the transition to a zero-emission bus fleet, building on work completed for the Zero Emission Bus Regional Areas (ZEBRA) scheme*.

Status:	On-track
Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	Completed delivery of the 159 ZEBRA electric buses and associated infrastructure.
Change over last financial year:	All 159 ZEBRA buses now in services (deployed as a gradual roll out). Using the 2025/26 BSIP allocation from the DfT, OCC has committed £1.44m for a Vehicle Improvement Fund. This will enable bus operators to apply for a funding contribution towards vehicle improvements that will either improve the passenger experience or contribute towards decarbonisation of the bus network.
Future delivery:	Proceed with deploying the Vehicle Improvement Fund (launched in September for November award). This initiative may facilitate funding for additional zero emission buses, subject to the nature of applications received.

Policy 18c *Seek to make the bus a natural first choice through development of infrastructure and network management measures which give priority over the private car and improve journey speeds.*

Status:	On-track
Responsible team:	Place Shaping and Network Management
General state of delivery:	The BSIP package of measures includes the Traffic Filters Scheme (delayed until the re-opening of Botley Road). Further measures can be found in the Bus Service Improvement Plan (BSIP) Delivery plan for 2025-26, including traffic signal priority for buses at further locations, development and delivery of several bus priority schemes.
Change over last financial year:	Traffic Filter Scheme design and delivery, enhancements to provision of bus only lanes and improvement to traffic signal junctions which give priority to bus services. Forty traffic signal-controlled junctions now provide priority for bus services across the county.
Future delivery:	Ongoing work with more traffic signal junction bus priority and development of new and extended bus only lanes. Conducting internal discussions on a plan for future scheme design and delivery.

Policy 18d *Set challenging targets for improving bus use, customer satisfaction and bus journey times and review them regularly.*

Status:	On-track

Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	OCC's BSIP includes challenging 2025 and 2030 targets, overseen by the EP Board. Targets are set for patronage, journey speeds, reliability and passenger satisfaction and are reviewed annually. Good progress is being made with returning to pre-pandemic bus usage. There is an indicative 6% year on year increase in bus use in 24/25. The 'Your Bus Journey' survey undertaken by Transport Focus returned pleasing results which placed OCC level or better than the national average on most indicators - including in Overall Satisfaction. See Policy 18c (above) for work being carried out on bus journey time improvements.
Change over last financial year:	2025/26 has seen the introduction of scheduled weekday bus services to all parishes with a population of over 500, as well as further improvements such as the launch of County, City and Town Bus Maps.
Future delivery:	Continued review and monitoring of targets, potential to introduce new metrics as appropriate.

Policy 18e *Ensure that all new strategic development is designed for bus access and provides suitable funding for high quality services and infrastructure.*

Status:	On-track
Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	OCC has a strong record in improving information and enhanced infrastructure, in the last few years significant progress has been made in the quality and volume of information, there are now more than 400 electronic displays around the County which show countdown to arrival of most bus services. A significant programme of works to upgrade dozens of bus stops throughout the County was undertaken, with further upgrades planned for 2025/26 and beyond.
Change over last financial year:	OCC has been very successful in obtaining Section 106 funding for new and extended development in recent years, which has enabled significant improvements to bus service levels and infrastructure, including real time information and enhanced facilities, which have increased the quality of sustainable travel. Additional services and improved bus stop infrastructure continue to be introduced.
Future delivery:	A Bus Stop Data Capture exercise is to be undertaken in 2025/26 which will document the quality of all bus stop infrastructure across the County. This will then help inform future focus on enhancing the waiting environment for bus passengers, further improving the attractiveness of bus services.

Policy 18f *Work with operators to improve the provision of bus information and multi-operator ticket schemes.*

Status:	On-track
Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	A new interactive Public Transport Map and Guide was launched in July 2025 showing city and town plans, bus stops routes and timetables.
Change over last financial year:	MyBus has been particularly successful, with a four-fold increase in ticket purchase between October 2024 and May 2025. Note that Government advice is to not pursue new multi-operator ticket schemes until the national scheme known as 'Project Coral' is established. Local Transport Authorities will be expected to adopt the national approach.
Future delivery:	Continued work on the interactive map and improving at-stop information.

Policy 18g *Work with operators to explore measures to improve affordability.*

Status:	On-track
Responsible team:	Place Shaping (Transport Policy; Public Transport)

General state of delivery:	Launch and promotion of MyBus as a cheaper alternative to customers using more than one operator's services, continuation of £1 single tickets in December 2024, continuation of free travel for Asylum Seekers in Oxford.
Change over last financial year:	MyBus has been particularly successful, with a four-fold increase in ticket purchase between October 2024 and May 2025.
Future delivery:	Options being explored on the future delivery of MyBus tickets and other supported ticketing initiatives.

Policy 18h *Ensure bus services are accessible and support community transport to address unmet local transport needs (further information in community transport policy).*

Status:	On-track
Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	Introduction of new bus services across the County - all parishes with a population of 500 or more now have a scheduled weekday bus service. Review of a recently completed Demand Responsive Transport study ongoing.
Change over last financial year:	Accessibility within the transport network enhanced by the ZEBRA investment and further bus network improvements.
Future delivery:	Continuation of CT grant scheme - £65k to be awarded this year.

Policy 18i *Work to improve personal security on public transport including taking account of recommendations from the Transport Champions for Tackling Violence Against Women and Girls*

Status:	Delayed
Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	The majority of buses have integral CCTV systems and the County's Real Time Information System OxonTime shows 'countdown to arrival' information for most bus services at all stops offering further assurance to all passengers.
Change over last financial year:	Further development of the Passenger Charter.
Future delivery:	Work underway to agree an improved Passenger Charter with the Enhanced Partnership operators which will include personal security of passengers.

Policy 18j *Work to improve bus services in rural areas including consideration of flexible services where relevant.*

Status:	On-track
Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	All parishes with a population of 500 or more now have scheduled weekday bus service. A Demand Responsive Transport (DRT) study has been commissioned.
Change over last financial year:	Study commissioned and Stage 1 received. The Study may not be completed, subject to confirmation.
Future delivery:	Potential trial of future demand responsive services where viable and where unmet need is identified, in conjunction with home to school transport provision.

Policy 19: Community transport

Policy 19a *Work with local communities in the development of any new community transport schemes (including expanding existing schemes).*

Status:	Ongoing
Responsible team:	Place Shaping (Transport Policy; Public Transport)

General state of delivery:	Community transport grant scheme awarded two-year grants to operators.
Change over last financial year:	OCC funds community transport grant schemes.
Future delivery:	Ongoing grant schemes

Policy 19b *Work with transport operators (public buses, community transport and rail) to encourage coordinated transport solutions.*

Status:	On-track
Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	OCC have established good relationships with bus, rail and community transport operators with regular dialogue on how improvements may be made in this area although it remains challenging.
Change over last financial year:	Bus service improvements have been made to support better multi modal connections and work continues on the establishment of new mobility hubs.
Future delivery:	Work ongoing to further promote integration across bus and bus/rail services.

Policy 19c *Work with community transport operators (bus and car schemes) to ensure vehicles used contribute to the Council's aims for carbon reduction.*

Status:	Ongoing
Responsible team:	Public Transport (Transport Policy; Public Transport)
General state of delivery:	OCC funds community transport grant schemes.
Change over last financial year:	Community transport grant scheme utilised for new electric vehicles as well as the opportunity to apply for the Vehicle Improvement Fund (VIF), launched in September 2025, providing further opportunity for investment in carbon reduction.
Future delivery:	Continued Community transport grant and Vehicle Improvement Fund schemes subject to agreement and funding.

Policy 20: Park and Ride

Policy 20a *Continue to support the development of Park and Ride and future bus rapid transit in the county, on a case-by-case basis and subject to careful consideration.*

Status:	Ongoing
Responsible team:	Place Shaping (Transport Policy; Public Transport)
General state of delivery:	New Park & Ride services established.
Change over last financial year:	Introduction of new bus service 600, connecting Thornhill Park & Ride to Redbridge Park & Ride
Future delivery:	Further development through identifying opportunities created by congestion charge / workplace parking levy funding streams.

Policy 20b *Work with partners and Stakeholders on a more detailed review of Park and Ride in order to establish an updated strategy that accounts for the impacts of COVID-19 and considers potential new approaches, including how it fits with development of mobility hubs across Oxfordshire.*

Status:	On-track
Responsible team:	Place Shaping
General state of delivery:	Park & Ride Study update underway.
Change over last financial year:	Consultant (Steer) commissioned to help update the strategy and have already started to engage with partners including city and districts.
Future delivery:	To be determined following completion of the study update.

Policy 21: Rail strategy

Policy 21 *We will use the Oxfordshire Rail Corridor Study and Oxfordshire Connect projects to guide our approach to rail and priorities for rail investment in Oxfordshire. We will publish a separate rail strategy in 2022 that builds on these projects and identifies potential future rail projects and opportunities across and through Oxfordshire.*

Status:	Delivered
Responsible team:	Place Shaping -Transport Policy
General state of delivery:	OxRAIL 2040: Plan for Rail has been approved by Cabinet and published. WSP consultants have been employed to help deliver the Plan.
Change over last financial year:	Production of the OxRail 2040: Plan for Rail.
Future delivery:	The new rail plan provides information on future workstreams including studies for proposed new stations, electrification, and the delivery of improvements to existing stations. Public consultation began 3rd Sep 2025 – 1st October 2025, going to Cabinet for adoption on 18th November 2025.

Policy 22: Multi-modal travel

Policy 22a *Consider multi-modal travel as a central option for transport planning and planning for new developments to achieve greater integration of the transport system.*

Status:	On-track
Responsible team:	Place Shaping (Transport Policy and Strategy; Area Travel Plans)
General state of delivery:	Movement and Place Plans will provide context on this at a local level. Oxfordshire Metro concept was set out in OxRAIL 2040: Plan for Rail.
Change over last financial year:	An additional officer has been recruited to lead on integrated transport and the Oxfordshire Metro concept.
Future delivery:	Development to identify Integrated Transport workstreams

Policy 22b *Seek to improve physical access and interchange facilities as well continuing to monitor and explore opportunities for MaaS with partners.*

Status:	On-track
Responsible team:	Mobility Hub, supported by Active Travel Delivery Team on the pilot projects and Place Planning on emerging projects.
General state of delivery:	Benson Mobility Hub Pilot and Carterton Mobility Hub Pilot have nearly completed their concept designs. OCC has developed a 'Mobility Hub Assessment Tool' that will be launched. The Mobility Hubs are classed and available on the Let's Talk website with the documentation, on the Rail as Place Shaper section.
Change over last financial year:	Benson and Carterton pilot commissions were awarded to AECOM in February 2025 and work to develop the concepts has been ongoing since then.
Future delivery:	A long list of potential locations for consideration has been compiled and ranked. Where there are already transport projects being developed, it is advised that a mobility hub assessment is also carried out using the OCC Mobility Hub Assessment Tool. This will provide guidance that can inform a delivery plan.

Policy 22c *Undertake assessments of the facilities for people walking and cycling at stops and stations on our core public transport corridors, so that we can identify opportunities for improvements in more detail.*

Status:	Not started
Responsible team:	Place Shaping
General state of delivery:	N/A
Change over last financial year:	N/A
Future delivery:	OCC does not currently have the necessary level of staffing resources to deliver this policy.

Policy 22d *Work with stakeholders, including the rail and bus industry, to improve access to existing railway stations on foot, by cycle and bus.*

Status:	On-track
Responsible team:	Place Shaping -Transport Policy
General state of delivery:	General development of the range, frequency and scope of the bus network to include rail stations. This is also being developed through the OxRAIL 2040 strategy, including through: • Oxfordshire Metro: Integrates rail with bus, walking, and cycling, including timetable coordination and seamless travel planning. • Oxfordshire Stations Action Plan (OSAP): Upgrades stations into mobility hubs with safe, step-free access, secure cycle storage, and inclusive design. • Countywide Station Access Standards: Ensures all stations are integrated with active travel routes and bus services.
Change over last financial year:	Began preparation for Phase 1 (to start post-Cabinet meeting on November 19th, 2025) and conducted some early workshops and initiatives to prepare prior to the official launch. Conducted public consultation Sept-Oct 2024. Started looking at stations and providing practical improvements including real-time information.
Future delivery:	Development of the bus strategy in co-ordination with the emerging Plan for Rail to improve proximity of bus to rail and enhance access. Continue development of OxRail 2040 projects through further meetings with stakeholders.

Policy 22e *Work with stakeholders to ensure new railway stations are delivered with appropriate walking, cycling and public transport access.*

Status:	On-track
Responsible team:	Place Shaping
General state of delivery:	Meetings with stakeholders are regularly held to discuss proposed new stations including Oxford Cowley, Oxford Littlemore, Begbroke and Wantage and Grove.
Change over last financial year:	More new stations are being proposed (Begbroke, Wantage and Grove, Ardley).
Future delivery:	Further work on proposed new stations will be conducted in the future now the Rail Plan has been adopted.

Policy 22f *Work with stakeholders as part of our bus enhanced partnership to improve real-time information and multi-operator ticketing.*

Status:	On-track
Responsible team:	Place Shaping
General state of delivery:	Delivered upgraded and new Real Time Passenger Information screens at over 200 bus stops around OCC in the 2 years to March 2025. Good progress in use of BSIP and s106 funding to upgrade stops with RTPI, at speed.
Change over last financial year:	Significant growth in Real Time Passenger Information estate.

Future delivery:	Work ongoing to upgrade or install another 75 units in 2025/26 and deliver REACT technology to aid the blind and partially sighted across all units.
Recommendations:	Note that Government advice is to not pursue new multi-operator ticket schemes until the national scheme known as 'Project Coral' is established. Local Transport Authorities will be expected to adopt the national approach.

Policy 23: Mobility hubs

Policy 23a *Support the development of mobility hubs in a range of locations and sizes in order to improve interchange opportunities, connectivity and accessibility. Appendix 4 summarises the type of facilities and services that could be provided at different scales and locations within Oxfordshire.*

Status:	On-track
Responsible team:	Infrastructure Delivery and Place Shaping
General state of delivery:	Mobility Hub Strategy was adopted in 2023, and it provides typologies for different mobility hubs. A mobility hub lead was appointed to identify suitable locations. A long list of locations, suggesting around 300 sites, with description of elements and key features has since been developed. Two trial sites were selected: Benson Marina and Carterton. Feasibility study completed and preliminary design progressing for two mobility hub pilot sites at Benson Marina (A4074) and Carterton Town Centre (Brize Norton Road). Locations of pilot sites demonstrate different typologies as set out in the Mobility Hubs Strategy.
Change over last financial year:	Engagement of consultants. Preparation of concepts and development of feasibility studies/plans for pilot site at Benson Marina (A4074) and Carterton Town Centre (Brize Norton Road).
Future delivery:	Completion of pilot sites anticipated in 2026-27. Future delivery of mobility hubs sites dependent on further development of capital pipeline and funding availability. Design and public consultation to be completed prior to commencing construction in 2026. 2 pilot sites consulted on, to be delivered early next financial year. Work is required to be done in the selection of the next key sites to deliver.

Policy 23b *Carefully consider the following matters when developing plans for any new mobility hubs:*
- *The identification and safeguarding of suitable land.*
- *The character and needs of the local area.*
- *The proximity of proposals to strategic rail, bus and active travel networks.*
- *The potential to achieve more walking and cycling, including the need for suitable cycle parking.*
- *The ability to develop and improve existing assets or facilities such as stations, bus stopping areas or Park and Rides.*
- *The potential to tie in with high quality digital and renewable energy networks.*
- *The opportunity to provide complementary facilities and services such as flexible workspaces, shops and refreshment options.*

Status:	On-track
Responsible team:	Infrastructure Delivery and Place Shaping
General state of delivery:	We have developed an OCC Mobility Hub Assessment Tool that we're looking to launch. Development of mobility hub pilot sites has considered many of the factors included in this policy where relevant to location and typology. Consultants are currently developing a components toolkit that will help inform infrastructure to be delivered for future mobility hubs at different scales and in various locations. Two ongoing mobility trials are designed in line with policy 23b.

Change over last financial year:	Consideration for matters highlighted in this policy in development of the two mobility hub pilot sites at Benson Marina (A4074) and Carterton Town Centre (Brize Norton Road).
Future delivery:	Complete feasibility and design for mobility hub pilot sites at Benson Marina (A4074) and Carterton Town Centre (Brize Norton Road). Consultants to develop components toolkit to help inform infrastructure requirements for future sites. Future delivery of mobility hubs sites dependent on further development of capital pipeline and funding availability.

Policy 23c *Encourage developers to design mobility hubs into development where appropriate.*

Status:	On-track
Responsible team:	Place Shaping (Transport Policy and Strategy; Area Travel Plans)
General state of delivery:	Running a standard process of consultations and development of mobility hubs.
Change over last financial year:	OCC ran a consultation during 2025 asking the public to identify locations for future mobility hubs across the country. This allowed the development of a 'long list' of potential mobility hub sites across the country including the locations for where developers could be asked to provide mobility hubs as part of new developments. The Movement and Place Plans that have been developed to date have include an action outlined the need for mobility hubs at new developments.
Future delivery:	Further work on defining mobility hub locations is required. The future Movement and Place Plans that are being developed will also include an action for mobility hubs at new developments.

4.5. Digital Connectivity

Policy 24: Digital infrastructure

Policy 24a *Promote fibre broadband connectivity for all new residential or business developments.*

Status:	On-track
Responsible team:	Innovation Service (Digital Infrastructure Programme)
General state of delivery:	Since Building Regulations were updated in 2022 to mandate fibre it is installed in all new housing of 5 dwellings or more, this is now addressed from a legal perspective.
Change over last financial year:	N/A
Future delivery:	N/A

Policy 24b *Support delivery of District Council policies on fibre broadband provision as set out in relevant Local Plans.*

Status:	On-track
Responsible team:	Innovation Service (Digital Infrastructure Programme)
General state of delivery:	As Local Plans are being revised, the digital infrastructure team feed relevant information to district colleagues via the Digital Infrastructure Partnership.
Change over last financial year:	Decreased over the last year due to local government reorganisation but due to be reinstated.
Future delivery:	Continued review and contribution to Local Plans on a quarterly basis.

Policy 24c *Require all civil engineering partners to ensure appropriate ducting for the use of fibre cabling, and that it is designed and laid during the construction of new, or during major upgrading schemes to existing, roads, footpaths or cycleways as appropriate.*

Status:	Needs reframing
Responsible team:	Innovation Service (Digital Infrastructure Programme)
General state of delivery:	The idea that OCC could mandate or even encourage additional duct to be installed in any civils works within the highways/verges/footpaths has proven to not be sustainable, despite our efforts of encouragement.
Change over last financial year:	Meeting held with fibre operators aiming to reach a working collaboration agreement. However, since they are in competition with each other, this requires an unrealistic of coordination and trust which is incompatible with their state as market competitors.
Future delivery:	General encouragement on a tactical basis through ad hoc meetings with stakeholders. The heat pump ring network for Oxford has some opportunity to commercialise additional ducting.

Policy 24d *Continue to roll out of full fibre and provide support with rental fees to public buildings, village halls and community/neighbourhood centres to enable the opportunity for services to be delivered locally.*

Status:	On-track
Responsible team:	Innovation Service (Digital Infrastructure Programme)
General state of delivery:	The purpose of the programme was to connect certain buildings, such as Council owned offices and libraries. The programme had to ensure funding for 3 years to give the centres time to get their own service (and monetise it themselves).
Change over last financial year:	53 community centres and village halls have benefitted from full fibre infrastructure build and gigabit broadband services for three years. This programme gave government buildings and public libraries fibre cabling for three years to give them time to get their own service and monetise it

	themselves. From 2025/26, these facilities will be responsible for paying for the broadband services.
Future delivery:	Continued review of potential for these assets to undertake wider range of public service delivery.

Policy 24e *Work with partners to initiate change to bring services to local community halls and centres, to reduce the need to travel and support the creation of "Local Community Hubs".*

Status:	Ongoing
Responsible team:	Innovation Service (Digital Infrastructure Programme)
General state of delivery:	The infrastructure built for 53 facilities has been completed and all are provided with connectivity. This exceeded the original target of 46 facilities, as an additional seven community centres expressed interest and were able to unlock funding.
Change over last financial year:	As a byproduct of the policy, OCC has worked with libraries/community centres to publicise them to the community and encourage activities.
Future delivery:	More work needed to maximise the opportunities presented that this infrastructure allows with OCC community hub initiative.

Policy 24f *Provide support services to reduce digital exclusion.*

Status:	Delayed – Coordination required
Responsible team:	Public Affairs Policy Partnerships; Transformation and Digital and Customer Experience; IT
General state of delivery:	Support for digital access is largely delivered through our Library Service. The digital inclusion strategy has been approved by cabinet and existing support is ongoing, but the programme is currently without a project manager.
Change over last financial year:	Getting Oxfordshire ONline have delivered an inclusion project in our most deprived wards form February to December 2025.
Future delivery:	The government have launched a Digital Inclusion Innovation Fund to which OCC will be bidding into.

Policy 25: 5G

Policy 25a *Work with district councils to promote proposals for the upgrading of existing or siting of new mobile infrastructure to provide faster, more reliable and more comprehensive coverage of both 4G and 5G mobile communications.*

Status:	On-track
Responsible team:	Innovation Service (Digital Infrastructure Programme)
General state of delivery:	Digital Places, England's Connected Heartland (Harwell and Rail 5G projects) being built. The digital infrastructure partnership board is to be reconvened in 2025/26.
Change over last financial year:	Projects went from procurement into design/building stage.
Future delivery:	Continued work on the Digital Places and England's Connected Heartland projects.

Policy 25b *Encourage new developments to integrate and support 5G infrastructure, in line with the Innovation Framework.*

Status:	Ongoing
Responsible team:	Innovation Service
General state of delivery:	The Innovation Framework is referenced in planning policy and during the consultancy section of local plans and development. Developers are encouraged to address 5G/6G integration, digital infrastructure layout, and futureproofing in their Innovation Plans.

	The Innovation Service provides strategic guidance through reviewing policies and development plans and offering written comments, but does not monitor policy development or implementation, unless support is requested or updates are submitted.
Change over last financial year:	Established two new channels for applicants to access support and advice are available. First, through a link in the application review process containing the contact details for consultancy. Second through the official website of Innovate Oxfordshire under the contact us section.
Future delivery:	Provide guidance based on emerging needs and user feedback, with periodic updates to the Innovation Framework to reflect the latest trends. Continue encouragement of Innovation Plan submission.

Policy 26: Remote Working

Policy 26 *We will work with stakeholders to ensure high quality internet connectivity and other necessary facilities are provided to all residents in order to reduce the need to travel and support remote working.*

Status:	On-Track
Responsible team:	Innovation Service (Digital Infrastructure Programme)
General state of delivery:	Continued extensive engagement with all fixed and mobile broadband operators to improve connectivity.
Change over last financial year:	Continued Small Cells rollout, Project Gigabit, Encouragement of telecoms firms to invest in Oxfordshire.
Future delivery:	Continue projects.

4.6. Environment, carbon and air quality

Policy 27: Embodied carbon

Policy 27a *Follow the embodied carbon reduction hierarchy in our decisions about transport infrastructure.*

Status:	Delayed – See policy 27d
Responsible team:	N/A
General state of delivery:	N/A
Change over last financial year:	N/A
Future delivery:	N/A

Policy 27b *Take into account embodied, operational and user emissions when assessing a potential infrastructure project and its contribution to Oxfordshire's carbon budget and to a net-zero transport network by 2040.*

Status:	Delayed – See policy 27d
Responsible team:	N/A
General state of delivery:	N/A
Change over last financial year:	N/A
Future delivery:	N/A

Policy 27c *Require a science-based percentage of embodied carbon reduction from baseline in infrastructure projects.*

Status:	Delayed – See policy 27d
Responsible team:	N/A
General state of delivery:	N/A
Change over last financial year:	N/A
Future delivery:	N/A

Policy 27d *Use PAS 2080 to assess, manage and minimise carbon emissions in transport infrastructure projects throughout the project lifecycle, including maintenance*.

Status:	Delayed - Needs reframing
Responsible team:	Place Shaping, Transport Infrastructure Delivery and Highways Maintenance, supported by Climate Action
General state of delivery:	*PAS 2080 is the UK and international specification for managing whole-life carbon in infrastructure and (since 2023) buildings. It provides a framework for reducing carbon emissions across the entire project lifecycle — from concept, design, procurement and construction through to operation and maintenance. It was developed by the British Standards Institution (BSI) and supported by the Institution of Civil Engineers (ICE) to help organisations embed structured carbon management and align with net-zero pathways.* Policy 27d entailing the adoption of PAS2080 across OCC Transport Infrastructure teams is an enabling step to achieve policies 27a, 27b and 27c. Since the publication of the LTCP in 2022 there has been different levels of compliance with PAS2080 across different OCC infrastructure teams. The actions go from d-a: Currently are using d as the assessment (delayed). The implementation of Policy 27d will set in motion A, B and C.

Change over last financial year:	In 2024-25, with the support of an external consultant, OCC conducted an assessment of gaps in relation to PAS2080 resulting in the Highways Maintenance team with highest compliance scores including leading scores in 3 out of the eight dimensions assessed, followed by Property achieving compliance levels in all dimensions. Transport Delivery and Place Making scored the lowest in six out of the eight dimensions and scoring foundation levels in the remaining two, therefore needing significant improvement.
Future delivery:	With the support of Climate Action, we are working in an improvement plan focusing mostly on the Transport Infrastructure Delivery and Place Shaping, but also making sure the Procurement team plays its strategic role in PAS2080 through introducing this standard as part of Commercial Procurement transformation.

Policy 27e *Any offsets needed to achieve net-zero must be certified, additional and deliver local benefits*

Status:	Delayed (not started) – Waiting for Policy 27b
Responsible team:	Place Shaping, Transport Infrastructure Delivery and Highways Maintenance, supported by Climate Action
General state of delivery:	OCC's Climate Action team is developing an offsetting policy going to cabinet in November 2025. This policy is only focused on the residual emissions of our 2030 Carbon Neutrality target outlined in the Carbon Management Plan. It does not include offsetting residual transport emissions of the 2040 net zero transport network target in LTCP. However, the principles outlined in the Carbon Management Plan residual offsetting policy could provide a starting point for other offsetting policies such as the 2040 Net Zero LTCP headline target. The Climate Action team has not yet been engaged with this.
Change over last financial year:	Produced CN Offsetting Strategy.
Future delivery:	Further expanding this strategy to transport. This strategy depends on calculating residual emissions which in turn depends on implementing policy 27b.

Policy 27f *Work with contractors to reduce materials, source local and recycled materials, use less carbon intensive transport options and building methods, and generate less waste.*

Status:	Ongoing
Responsible team:	Zero Carbon Council (Climate Action)
General state of delivery:	The Highways Maintenance Contract renewal in 2025 is embedding Circular Economy requirements.
Change over last financial year:	Highways Maintenance team scored highest in PAS2080 practices in 2024-25 internal assessment. Mobilisation of new contract has aimed to build upon existing good practices and working on continuous improvement.
Future delivery:	Through the implementation of PAS2080 improvement plan in the Transport Infrastructure Delivery teams we will be able to coordinate better circular economy practices between construction and highways maintenance projects.

Policy 28: Clean air/Zero Emission Zones

Policy 28a *Continue to implement the Zero Emission Zone in Oxford*

Status:	On-track
Responsible team:	Transport Planning (Place Planning Central; Place Shaping) and Infrastructure Delivery
General state of delivery:	OCC has developed the *Oxford Zero Emission Zone* scheme, which is currently in the Stage 1 of development. The team is now assessing the scheme and engaging key stakeholders including city-based County and

	District counsellors, hospitals, key business groups, and educational institutions. Following the Botley Road delays announcements, a new programme was developed given that the core schemes cannot proceed if traffic filters are not installed. The development of the scheme is now on-track with this new programme.
Change over last financial year:	Conducted Stage 1 feasibility study for the development of the scheme.
Future delivery:	The cabinet decision is expected in 2026. Conditional on this statutory consent being granted, the scheme will move into Stage 2 (design and procurement) and go live after Stage 3 (construction and delivery). After the scheme is launched it will be monitored against its objectives.

Policy 28b *Investigate CAZ and ZEZ schemes for other parts of Oxfordshire where traffic emissions are contributing significantly to air pollution problems.*

Status:	Delayed – Coordination required
Responsible team:	Place Planning (Place Shaping)
General state of delivery:	South of Oxford: : Not yet at the point of introducing but should be considered as part of Movement and Place Plans in areas with air pollution problems. North of Oxford: Not yet at the point of introducing but should be considered as part of Movement and Place Plans in areas with air pollution problems.
Change over last financial year:	N/A
Future delivery:	Consideration through MAPPs

Policy 29: Zero emission vehicles

Policy 29a *Work in association with our district councils to integrate the Oxfordshire Electric Vehicle Infrastructure Strategy into the planning process, ensuring that new developments and infrastructure make appropriate future-proofed provision for EV charging infrastructure*.

Status:	Ongoing
Responsible team:	Transport Development Management (Regulatory Planning Enforcement) and Strategic Transport (Transport Policy; Place Shaping)
General state of delivery:	OCC is constantly assessing development proposals (as a statutory consultee) to refer developers to the Oxfordshire Electric Vehicle Infrastructure strategy, which is in the Parking Standards. This guidance will likely be superseded by the upcoming Street Design Code will cover EV charging infrastructure centrally and comprehensively. Parking for new developments document sets out requirements for EV charging and references the above document.
Change over last financial year:	ZEV infrastructure included into Oxfordshire Parking Standards and the Oxfordshire Street Design Code.
Future delivery:	EV strategy was developed by Innovate Oxfordshire but will be taken over by Place Shaping in their liaison with the district councils in issuing guidance to developers via Movement and Place Plans and the Street Design Code.

Policy 29b *Develop a longer-term strategy to meet the infrastructure requirements of ZEVs of all propulsion types and classes, integrating these into planning of developments and infrastructure to support the vision for Oxfordshire's net-zero transport system.*

Status:	Delayed – Coordination required
Responsible team:	Innovate Oxfordshire Service, going forward Transport Strategy
General state of delivery:	Updated Oxfordshire EV Infrastructure Strategy (OEVIS) is now planned to be delivered by the Transport Strategy team (rather than Innovate Oxfordshire). Discussions underway to plan the best method to ensure that

	the experience of the Innovation team who have delivered this to date is not lost and are involved in this delivery.
Change over last financial year:	Decision made on future strategy ownership. Plan is being developed for way forward with the aims to integrate it into the Place Shaping and Transport Strategy teams.
Future delivery:	Continue developing plan for the strategy ownership handover.
Recommendations:	Must identify and resource funding to write, monitor and deliver the strategy going forward.

Policy 29c *Support the delivery of ZEV strategies developed by our District and City councils.*

Status:	On-track
Responsible team:	EV Integration (Innovation Service)
General state of delivery:	Requirements from district and city council ZEV strategies have been incorporated into the Local EV Infrastructure (LEVI) delivery programme.
Change over last financial year:	LEVI funding secured by OCC for public EV charging facilities which should enable the installation of circa 1300 to 1500 EV charging points. Procurement activity for charge point operators (2) is nearing completion after which deployment of charging infrastructure will commence with first charge points likely to be installed in early 2026.
Future delivery:	Deployment of LEVI is expected to continue through to end 2027.

Policy 30: Green Infrastructure

Policy 30a *Embed the protection, maintenance and enhancement of Green Infrastructure (GI) into relevant guidance and decision-making processes in order to improve connectivity of the GI network, its environmental and community value.*

Status:	On-track
Responsible team:	Countryside and Waste
General state of delivery:	Protection, maintenance and enhancement are outlined within 'Tree Policy for Oxfordshire' and Verge Management Policy. Tree Planting aims to deliver 1100 tree per annum across four financial years. The funding was agreed in June 2023 and has planted over 1500 trees in the last 20 months. The 1100 trees proposed to be planted are using strategic guide for hierarchy priority: 1. Low scoring Lower-layer Super Output Areas (LSOAs); 2. Replacing trees removed; 3. Resident / Community requests. See also Policy 5a, 5c and 6 for rights of way and greenways. Rights of Way are important multi-functional green infrastructure assets.
Change over last financial year:	Of the 1500, 1079 trees planted between November 2024 and March 2025. This includes planting over 250 fruit producing trees to create over 14 community orchards. More than 100 individual Tree Guardians delivered custodianship of new trees that have been planted, along with community groups. Annual review of engagement has led to increased positive responses to planting consultations and collation of feedback demonstrates over 95% of responders want to see the OCC planting trees. Tree planting proposals for 2025-26 consultation will be earlier. Internal July 2025; External August 2025.
Future delivery:	Planting planned to commence slightly earlier at the start of November 2025 instead of mid-late November 2025. See policy 5a, 5c and 6 for public rights of way and greenways.

Policy 30b *Work to deliver a transport network that achieves and where possible exceeds government and local biodiversity net gain targets.*

Status:	On-track

Responsible team:	Environment and Heritage (Landscape and Nature Recovery; Countryside and Waste)
General state of delivery:	We are in the process of meeting the updated government goal of 10% net gain in biodiversity and the OCC goal of 20%. More specifically, for applications that fall under Regulation 3, objective 3 of the OxCam Arc Principles sets out an aim to achieve and where possible exceed government and local biodiversity net gain targets with an ambition of achieving 20% net gain. This objective has been adopted OCC's Environmental Principles. The proposed scheme therefore aims to achieve a minimum 20% net gain in biodiversity above the baseline, providing a meaningful contribution to local nature recovery, and exceedance of this 20% minimum is encouraged.
Change over last financial year:	Finished consultation on a new Biodiversity Action Framework which includes biodiversity policies relevant to highways and transport, which changes the 20% target in the Environmental Principles to now be a requirement. Local Nature Recovery Strategy to be completed 12th of November, so new local biodiversity projects will need to be delivered in line with this strategy. OCC also expects to take the Biodiversity Action Framework to cabinet in the same period.
Future delivery:	New applications from February 2024 will need to deliver 10% and ultimately meet target a of 20% - all applications OCC has received were started before then, so it is expected that these post-regulation applications to be processed in the coming year.

4.7. Network, parking and congestion management

Policy 31: Network management

Policy 31a *Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county.*

Status:	Ongoing
Responsible team:	Network management
General state of delivery:	Improving CCTV, refining traffic signal strategies, implementation of Aurora Street works system, expansion of TMA pt 6
Change over last financial year:	Improving CCTV, refining traffic signal strategies, implementation of Aurora Street works system, expansion of TMA pt 6
Future delivery:	Future UTMC systems, new parking contracts, further roll out of Aurora technologies, expansion of TMA pt 6

Policy 31b *Continue to work closely with all stakeholders, partners and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond.*

Status:	Ongoing
Responsible team:	Network Management
General state of delivery:	Good bus coordination relations, improved councillor engagement. Enhanced Bus Partnership/BSIP working groups. Working with Marketing & Campaigns team on delivering our Social Media Strategy.
Change over last financial year:	Launch of X page for congestion and WhatsApp bulletins.
Future delivery:	Working with and identifying more stakeholders to ensure we are communicating/ working effectively.

Policy 31c *Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity*

Status:	Ongoing
Responsible team:	Network Management
General state of delivery:	Ongoing Signals and Solutions visioning docs, new parking policies as of Nov 25 and active travel handbook. The visioning document provides a medium-term delivery framework.
Change over last financial year:	Active travel handbook for street works document.
Future delivery:	Civil Enforcement Operational Policy update to the current parking-policy document which was last updated in 2014.

Policy 32: Asset management

Policy 32a *Manage, maintain, and operate the network to the advantage of the Council's Corporate Priorities.*

Status:	See policy 31c above.
Responsible team:	Network Management
General state of delivery:	See policy 31c above.
Change over last financial year:	See policy 31c above.
Future delivery:	See policy 31c above.

Policy 32b *Manage and maintain the highway network fairly and equitably without the undue preclusion or disadvantage of any individuals or groups.*

Status:	See policy 31c above.
Responsible team:	Network Management
General state of delivery:	See policy 31c above.
Change over last financial year:	See policy 31c above.

Policy 32c *Extend maintenance functions wherever possible to include for the betterment of walking, cycling, and other active/more sustainable transport choices.*

Status:	Ongoing
Responsible team:	Network Management
General state of delivery:	Traffic Signal Obsolescence Grant (TSOG), Bus Service Improvement Plan (BSIP) and capital refurb programmes, increased capital and revenue investment in asset. This maintenance is for traffic signal assets.
Change over last financial year:	Delivered TSOG and BSIP
Future delivery:	Ongoing BSIP and Capital refurbs and enhanced maintenance. A petition was put forward by Oxfordshire Active Travel and disabilities stakeholder groups via the Active Travel Co-Production Group to better utilise the opportunity that maintenance schemes present for the betterment of active travel infrastructure. A task force has been created with OCC officers from the active travel and maintenance schemes to explore how this could be achieved.

Policy 32d *Engage with, and where appropriate devolve decisions down to local communities to ensure the delivery of a highway service that reflects their needs and aspirations.*

Status:	Ongoing
Responsible team:	Place Planning (Place Shaping)
General state of delivery:	Various community engagement activities and groups occurring from Highways Engagement, Comms & Engagement as well as Place Engagement. Active Travel Co-Production Group, IMPACT Group, EAON Co-design group. Wantage Marketplace Co-Production Pilot activities. Frequent engagement with Parish Councils and Councillors
Change over last financial year:	Stewardship Strategy - emerging document aiming to guide how volunteers/locals can help build and maintain highway assets. Co-production guidance - lessons learned for Place Shaping team to use.
Future delivery:	More regular engagement with Parish Council, Councillors and a more concerted effort to include co-production in transport projects

Policy 32e *Make special and particular provision for ensuring credible and demonstrable environmental and sustainable best practice in the delivery of the service.*

Status:	Ongoing
Responsible team:	Network management
General state of delivery:	Move to electric fleet underway. All our work contributes to carbon reduction by reducing stationary and idling traffic.
Change over last financial year:	Improved CCTV, enhanced signals, new parking procurement underway, further roll out of Aurora, a software product supplied by Symology which provides a street works management web-based interface for managing and monitoring all road works activities.
Future delivery:	Implement new parking contracts, expand CCTV, lane rental subject to funding and permission from the Department for Transport.

Policy 32f *Make improvements to minimise disruption and delay, increasing the availability and reliability of the network.*

Status:	Ongoing
Responsible team:	Network Management
General state of delivery:	New signal strategies implemented, application for Lane Rental powers, enhanced CCTV coverage, TMA Pt 6 camera roll out. Improving CCTV, refining traffic signal strategies, implementation of Aurora Street works system, expansion of TMA pt 6.
Change over last financial year:	Introduced new TMP pt6 sites, implemented new signal strategies.
Future delivery:	Future Urban Traffic Management & Control systems, new parking contracts, further roll out of Aurora technologies, expansion of TMA pt 6.

Policy 32g *Take an evidence-led and risk-based approach to proportionate decision making, using a formalised asset management approach which considers the asset over the whole life of its ownership/operation.*

Status:	On-track
Responsible team:	Network Management
General state of delivery:	Oxfordshire County Council has embedded an evidence-led and risk-based methodology within its wider Highways Asset Management Policy. The policy directly commits the authority to using a formalised asset management approach across its network, with whole-life considerations guiding decision making. This includes aligning decisions with the Highways Asset Management Plan (HAMP) and using asset condition data, inspection reports and performance metrics to define priorities and interventions. The principles in Policy AMP7 explicitly establish this risk-based, proportionate decision-making process. Within traffic signals specifically, routine and reactive maintenance processes are governed by HAMP, with officers using inspection findings to identify and coordinate renewals. This ensures that signals assets are monitored, maintained and replaced based on condition and network need.
Change over last financial year:	A new traffic signal maintenance and systems contract was procured and awarded to ensure continuous, structured, and evidence-driven delivery for maintenance, refurbishment and minor works. The contract, covering 2025–2028, incorporates ongoing refurbishment programmes and provides a formalised structure for renewal work, ensuring that asset condition, performance and risk drive investment decisions. Additionally, the council continued to apply HAMP processes in developing annual capital and revenue programmes for traffic signals, making use of asset data and inspection results to target renewals where there is the highest operational, safety or reliability risk.
Future delivery:	Future delivery will continue through the implementation of HAMP-aligned processes, including developing annual programmes informed by asset condition data, lifecycle planning and whole-life costing. The new traffic signal contract provides a multi-year framework that will support a consistent, risk-based approach to renewals and upgrades, enabling longer-term planning and integration with wider network management and active travel priorities. More broadly the council's asset management policy framework will continue to guide decisions so that interventions are targeted, proportionate and justified by evidence, supporting policy goals that include sustainability, reliability and the effective operation of the highway network across the whole life of each asset.

Policy 32h *Maintain and manage assets to a point considered optimum commensurate with the resources available, the asset's intended outcomes, and those of other competing demands on the network.*

Status:	On-track
Responsible team:	Network Management
General state of delivery:	See policy 32g above.
Change over last financial year:	See policy 32g above.
Future delivery:	See policy 32g above.

Policy 32i *Decline the acquisition of non-statutory assets with a low or negative network utility and seek to decommission / transfer existing such assets to protect limited resources.*

Status:	Ongoing
Responsible team:	Network Management
General state of delivery:	Will continue 'removal vs refurb' discussion when signal sites come up.
Change over last financial year:	Did not take on VMS at Banbury Tramways due to a very limited benefit from service perspective.
Future delivery:	Will continue 'removal vs refurb' discussion when signal sites come up.

Policy 33: Parking management

Policy 33a *Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy.*

Status:	Ongoing
Responsible team:	Network Management
General state of delivery:	There is significant legislation around civil enforcement. We have operational policies that are in the process of being updated. Main legislation: • Traffic Management Act 2004 • Road Traffic Regulation Act 1984 • Civil Enforcement of Road Traffic Contraventions: Certification of Approved Devices Regulation 2022 • Civil Enforcement of Road Traffic Contraventions: Certification of Representations and Appeals 2022 • The Civil Enforcement Officers (wearing Uniforms) Regulations 2007
Change over last financial year:	Continue to work with City and District Councils and internally within the OCC, as Network Management service cannot make decisions in isolation.
Future delivery:	Continue to work with City and the District. When linked to operational polices we can make decisions as sometimes national legislation surpasses LTCP policies. We will be consulting on updates to operational policies. This is not just for the city but is relevant to county wide policies. The upcoming OCC Street Design Code is expected to regulate parking extensively.

Policy 33b *Work to embed our parking guidance (Appendix 5) into relevant guidance and decision-making processes and progress the associated actions.*

Status:	Ongoing
Responsible team:	Network Management
General state of delivery:	County civil enforcement policy being reviewed this financial year/next year in line with our new Civil Enforcement contracts to replace the current OCC parking policy.
Change over last financial year:	Started review of parking policy. Continue lobbying government to increase under fees and charges, which have not changed since 2008.
Future delivery:	Continue parking policy review and lobbying efforts. The upcoming OCC Street Design Code is expected to regulate parking extensively.

Policy 33c *Take measures to reduce and restrict car parking availability. As part of developing LCWIPs and in LTCP area strategies, the following measures will be assessed:*

- *Introduce parking charges in Council-managed car parks.*
- *Introduce parking costs for businesses such as a workplace parking levy.*
- *Introduce on-street restrictions and control such as double and single yellow lines via*
- *decriminalised parking enforcement powers.*
- *Control on-street parking in neighbourhoods via Controlled Parking Zones (CPZs).*
- *Changes to car parking to allow the introduction of bike hangars.*

Status:	Delayed/Ongoing
Responsible team:	Place Planning (Place Shaping) and Network Management
General state of delivery:	• *Introduce parking charges in Council-managed car parks:* OCC Parking charges are reviewed annually. We have charges in all Park and Rides (P&R) except for Bicester P&R. This is part of a planning consent to not charge. Eynsham P&R is not currently operational, but it is expected that when it opens there will be parking charges. • *Introduce parking costs for businesses such as a workplace parking levy* Central team OCC is currently working on this. It is not due to be introduced for a few years. • *Introduce on-street restrictions and control such as double and single yellow lines via decriminalised parking enforcement powers:* The decriminalisation powers are to allow us to enforce restrictions. We already have the mandate to introduce restrictions via public consultation irrespective of the decriminalisation powers. • *Control on-street parking in neighbourhoods via Controlled Parking Zones (CPZs)* The Network Management team consistently reviews CPZs and on-street parking requirements in line with the Central Oxfordshire Travel Plan. In the Districts, this is reviewed following correspondence and local member liaison. • *Changes to car parking to allow the introduction of bike hangars:* We are taking a bike hangar out of Oxford Parkway as it is not used and replacing it with more bike parking. We are also rationalising cycle parking at Thornhill. Would need to find funding to introduce hangar parking.
Change over last financial year:	OCC has delivered some CPZs outside of Oxford, including in Didcot and Banbury. OCC has publicly consulted and put forward the next phase of City CPZs.
Future delivery:	Continuing existing workstreams on parking charges. Eynsham will be charged when it is opened. OCC will continue talk with Bicester Village to see if charging can be introduced. Workplace Levy is expected for after the filters project and ZEZ expansion (likely 2027/28). The next phase of Oxford CPZs was put forward and publicly consulted on in 2024/25 but deferred by cabinet member. Officers will continue to support strategy teams with active travel parking. We would need to find funding to introduce hanger parking at Park and Rides, potentially through the Mobility Hubs programme.

Policy 34: Parking enforcement

Policy 34a *Conduct civil parking enforcement across the county.*

Status:	Ongoing
Responsible team:	Network Management
General state of delivery:	OCC must legally publish an annual parking report due to national legislation (Traffic Management Act 2004). See below:

	https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-parking/Annualreportoncivilparkingenforcement.pdf Civil parking enforcement is in place countywide. The county was also undertaking enforcement priory to the policy being written.
Change over last financial year:	Continued parking enforcement.
Future delivery:	Continued parking enforcement.

Policy 34b *Maintain strategic partnerships with the District and City Councils to ensure a joined-up approach to enforcement and car parking management.*

Status:	On-track
Responsible team:	Network Management
General state of delivery:	Only OCC can enforce on-street parking as it is the highway authority with devolved powers. District Councils are responsible only for the enforcement of their off-street car parks. The sole exception is Cherwell, which has subcontracted it to OCC contractors. For Park & Rides (P&R) the off-street enforcement is currently carried out by Oxford Direct Services (ODS), but OCC are currently going through a tender process for new contracts. City and District owned car parks will continue to carry out their own enforcement.
Change over last financial year:	July 2025 received approval to re-tender the contract of parking enforcement. This includes: • Contract 1 – for the boots on the ground / reviewers • Contract 2 – the back-office software/permit system • Contract 3 – ZEZ checker • Contract 4 – New ANPR cameras supply, hosting and maintenance
Future delivery:	Continued enforcement, issue tender documents Q4 25/26, with new contracts in place by Q2/3 26/27.

Policy 34c *Work with our District and City councils and other stakeholders to introduce a coherent approach to car parking charges.*

Status:	On-track
Responsible team:	Network Management
General state of delivery:	OCC is working together with Oxford City Council to ensure Park and Ride (P&R) charges are consistent across all City P&R sites during the annual budget-setting process.
Change over last financial year:	Continuing work.
Future delivery:	Continuing work which will adapt if needed after local government review.

Policy 34d *Work to tackle pavement parking by:*

- *Closely following changes to national legislation, and will act to take on any new powers to allow better enforcement of pavement parking offences*
- *Supporting enforcement to ensure that all footways (pavements) and cycleways are clear of pavement parking, except where legally marked out*
- *Taking measures to reduce parking pressures on road space which result in pavement parking, such as CPZs.*

Status:	Ongoing
Responsible team:	Network Management
General state of delivery:	Supporting British Parking Association BPA in lobbying government for pavement parking enforcement powers.
Change over last financial year:	Written to and received a reply from the Minister for the Future of Roads, saying she takes the issue of pavement parking seriously and that the Department for Transport intends to publish a formal response to the previous consultation on pavement parking.

Future delivery:	Continuing lobbying efforts. If OCC receives the powers to enforce pavement parking, this will be enforced through the civil enforcement contract.

Policy 35: Demand management

Policy 35 *We will investigate demand management measures, where appropriate, in order to discourage private car use, engaging with key stakeholders during the development of any schemes.*

Status:	Ongoing
Responsible team:	Movement and Place Plans (Strategic Transport; Place Shaping), Central Place Planning (Place Planning; Place Shaping), Infrastructure Delivery Central (Place Shaping) and Network Management
General state of delivery:	District level demand management measures are coming forward in the Movement and Place Plans. Mitigating HGV movement within Henley and Windrush valley area as part of the ongoing freight studies.
Change over last financial year:	Implementation of the Oxford congestion charge.
Future delivery:	Delivering the traffic filters after the end of the congestion charge

Policy 36: Road schemes

Policy 36a *Only consider road capacity schemes after all other options have been explored.*

Status:	Ongoing
Responsible team:	Place Planning (Place Shaping)
General state of delivery:	Decide and provide guidance for developers was adopted in Sept 2022. In December 2024, the National Planning Policy Framework (NPPF) was updated to now require a vision-led approach to transport planning for development proposals and plan-making.
Change over last financial year:	OCC officers are investigating how vision-led planning can assist in enabling a decide and provide approach to our transport planning decisions and disseminating good practice.
Future delivery:	OCC to continue investigating how to enable a decide and provide approach through vision-led planning.

Policy 36b *Where appropriate, adopt a decide and provide approach to manage and develop the county's road network.*

Status:	Ongoing
Responsible team:	Place Planning (Place Shaping)
General state of delivery:	See policy 36a.
Change over last financial year:	See policy 36a.
Future delivery:	See policy 36a.

Policy 36c *Assess opportunities for traffic reduction as part of any junction or road route improvement schemes.*

Status:	Ongoing
Responsible team:	Place Planning (Place Shaping)
General state of delivery:	See policy 36a.
Change over last financial year:	See policy 36a.
Future delivery:	See policy 36a.

Policy 36d *Require transport assessments accompanying planning applications for new development to follow the County Council's 'Implementing 'Decide & Provide': Requirements for Transport Assessments' document.*

Status:	Ongoing
Responsible team:	Place Planning (Place Shaping)
General state of delivery:	Implementing 'Decide & Provide': Requirements for Transport Assessments document was adopted in September 2022. Developers are required to follow this document.
Change over last financial year:	In December 2024 changes were made to the National Planning Policy Framework (NPPF), which now requires transport assessments and transport statements to be vision-led. The review and update of the Implementing Decide & Provide document currently underway will reflect those changes and will set out how the NPPF's new requirement is expected to be met within Oxfordshire.
Future delivery:	Conducting review and update of the document - aiming to conclude this work soon.

Policy 36e *Promote the use of the 'decide and provide' approach in planning policy development to support site assessment.*

Status:	Ongoing
Responsible team:	Place Planning (Place Shaping)
General state of delivery:	The emerging local plans for the city and the four districts all make specific reference to decide and provide or vision-led planning.
Change over last financial year:	• Cherwell Local Plan Review 2042 (Regulation 19 version, December 2024) • Oxford Local Plan 2042 (Regulation 18 version, June 2025) • South Oxfordshire and Vale of White Horse Joint Local Plan 2041 (Regulation 19 version, October 2024) • West Oxfordshire Local Plan 2041 (Regulation 18 version, June 2025)
Future delivery:	Continue to work with Oxford City and district colleagues to require new developments to follow this approach.

Policy 37: Smart infrastructure

Policy 37a *Securely allow access to data feeds from smart sensors for use by relevant 3rd parties to facilitate MaaS and journey planning applications providing a service to Oxfordshire travellers.*

Status:	Ongoing
Responsible team:	Innovation Service
General state of delivery:	The Data Hub allows access to Data to 3rd parties, but this has only been used by research partners in Horizon Europe projects and by companies supporting the M&E of major schemes.
Change over last financial year:	OCC is considering whether this is the right product going forward and trying to identify funding. More data sources added. Funding has been identified from October 2025-September 2026.
Future delivery:	OCC will decide if this is the right product long-term, and if so, decide if the workstream should move back to Network Management or another service.

Policy 37b *Deploy appropriate smart sensors within transport infrastructure, following the guidance in the Innovation Framework.*

Status:	Ongoing
Responsible team:	Innovation Service

General state of delivery:	A network of 96 Vivacity sensors managed by Innovate Oxfordshire have been deployed for various projects and schemes. These sensors are currently not core funded.
Change over last financial year:	License and maintenance costs split between schemes. Low-cost Telraam sensors have been trialled, and currently 20+ sensors owned by the OCC are active.
Future delivery:	Redeployment of sensors to strategic locations that could provide comprehensive evidence to monitor LTCP targets. Redeployment locations have already been identified by officers and funding secured. Officers are currently studying the possibilities to find sustainable and/or core funding for the license and maintenance of the Vivacity sensors for at least a period of 5 years. This would enable a much better use of the sensors and access to high-quality data.

Policy 37c *Provide development with guidance on deployment of smart infrastructure as part of the Innovation Framework.*

Status:	Ongoing
Responsible team:	Innovation Service
General state of delivery:	The Innovation Framework includes guidance on deployment of smart infrastructure in Section 2.3 Development and Infrastructure Innovation Plans. Developers and planners are encouraged to use the Framework as part of the planning of major schemes and developments.
Change over last financial year:	The Innovation Framework was reviewed and updated in 2024-25
Future delivery:	Guidance should be updated every two years to keep up with evolving technological innovation. The upcoming OCC Street Design Code will integrate the existing guidance on smart infrastructure.

Policy 37d *Seek to ensure easy inter-operability of smart assets, including with existing assets where possible.*

Status:	Ongoing
Responsible team:	Innovation Service
General state of delivery:	Data standards are used to ensure the easy inter-operability of smart assets. The OCC's Data Hub ensures data from all the sensors are normalised and stored. Data from different smart assets can be accessed through an API or a PowerBI connector from the platform.
Change over last financial year:	Addition of new sensors and other data sources. A new dashboard feature is being developed.
Future delivery:	Identify funding for the following years and go through a procurement exercise to identify if there are cheaper alternatives that deliver on the required objectives.

Policy 37e *Maintain oversight of the smart infrastructure network to ensure safety and security.*

Status:	Ongoing
Responsible team:	Network Management and the Innovation Service
General state of delivery:	Smart infrastructure developments follow the Safe and Secure by Design principle, and an OCC standard is followed throughout the procurement process.
Change over last financial year:	All Innovation Oxfordshire costs in managing this is split between live schemes using this service with no core funding having been allocated.
Future delivery:	Identifying where the overall oversight should sit within OCC, continuing ongoing schemes.

4.8. Innovation

Policy 38: Passenger micromobility

Policy 38 *We will seek to manage, monitor and support the use of passenger micromobility in order to compliment the wider active and public transport network. We will develop an operator code of conduct to help achieve this.*

Status:	Ongoing
Responsible team:	Place Planning (Place Shaping)
General state of delivery:	E-scooter contract with Voi and E-bike Code of Conduct agreed to by Voi and Lime for their operations in Oxford. National e-scooter trials extended to May 2028. E-scooter contract expires in 2026, so new contract required for trial extension.
Change over last financial year:	No changes to e-scooter contract. E-bike Code of Conduct published in August 2024.
Future delivery:	Potential to provide e-bike and e-scooter hire through a joint micromobility contract in the future. A draft specification has been produced to procure a contract for two operators to both operate e-scooters and e-bikes in Oxford.

Policy 39: Car clubs

Policy 39 We will support the provision of zero emission shared cars and car clubs, in combination with other measures, to reduce the dominance of private motor vehicles and create a more balanced transport network. This will include working proactively to encourage zero emission shared cars and car clubs in rural areas, smaller towns and villages.

Status:	Delayed
Responsible team:	Innovation Service
General state of delivery:	OCC delivered an EV car club pilot between April 2023 - October 2024 which saw over 17 shared EV's introduced in 14 new locations the largest market towns in Oxfordshire, working with four different operators. 13 EV car club vehicles associated with the pilot continued in operation after the pilot ended.
Change over last financial year:	A full evaluation report on the pilot was written, along with a report outlining recommended next steps. There has been little change in the landscape of zero emission car club vehicles in Oxfordshire; most that were in place 12 months ago remain in place, and very few (if any) new EV car club vehicles have been introduced.
Future delivery:	Car clubs are being written into Movement and Place Plans and Mobility Hubs, but there is not yet an action plan, budget or lead responsible officer in place to deliver anything more around this in the future.

Policy 40: Connected and Autonomous Vehicles

Policy 40a *Look to ensure new infrastructure is futureproofed for use by connected vehicles.*

Status:	Ongoing
Responsible team:	Innovation Service
General state of delivery:	Digital and roadside infrastructure for highway overseen by Network Management. Two sites in Didcot installed with Dedicated short-range communications (DSRC)
Change over last financial year:	Continued research through EU funded project CHORUS (part of CCAM Project EU), ensuring autonomous/connected vehicles can receive data from traffic signals etc, link to autonomous freight, ensuring the digital infrastructure in highway management is linked. Also continued a separate CCAM project on equity for citizens, designing services to be inclusive for mobility/neurodiverse, etc. Presented learnings

	from EU learnings frontier to show how traffic management/control can find out about incidents quicker and share intelligence between in/external stakeholders. Secured new funding secured through the CHORUS project and Horizon Europe.
Future delivery:	Integrate into Network Management Plan to specify software, ensuring they have the latest knowledge. The research is fed back into Department for Transport, allowing it to go beyond local level to the national level.

Policy 40b Embed deployment scenarios for shared and freight CAV deployment into infrastructure delivery, place shaping design and maintenance programmes and into relevant guidance for development design, through the Innovation Framework.

Status:	Ongoing
Responsible team:	Innovate Oxfordshire
General state of delivery:	New scenarios being tested and trialled through research projects and local businesses.
Change over last financial year:	Continued research through EU funded project i.e. CHORUS, CulturalRoad, GreenLog.
Future delivery:	Updating Innovation Framework with research and scenarios being tested, subject to funding.

Policy 41: Unmanned Aerial Vehicles

Policy 41a *Embed futureproofing for UAV usage into infrastructure delivery and maintenance programmes and into relevant guidance for development design, including new UAV-specific infrastructure, where appropriate, through the Innovation Framework.*

Status:	Ongoing
Responsible team:	Innovation Service, Highway Maintenance and Infrastructure Delivery
General state of delivery:	Updating innovation framework, just secured funding for new Future Flights project (to start in October 2025), completed project Skyway, which analyses how to build highways across regions. Work has been done to look at if drones can be used for projects including bridge inspections.
Change over last financial year:	Flip Project: how to recharge UAVs using the infrastructure of EV charging, take-off/landing within carparks - Bicester Park and Ride. We have also used drones to capture images of maintenance work.
Future delivery:	Submitting bid for EU funding, expected to know outcome earliest in December. OCC continues to consider the use of UAVs for inspections of bridges where appropriate. Any innovation related to UAVs will be monitored as part of our innovation group governance.

Policy 41b *Assess the potential impact of UAV activity on residents and communities.*

Status:	Ongoing
Responsible team:	Innovation Service
General state of delivery:	Oxford to Cambridge and London corridor for personal electrified vehicle travel in plans.
Change over last financial year:	Continued research through Innovate UK funded project i.e., OXCAM (Oxford-Cambridge Arc).
Future delivery:	Integration into future transport plans.

Policy 41c *Seek to ensure oversight of UAV use in the county, including via reviewing data requirements to facilitate future integration of UAV oversight with traffic management control systems*

Status:	Ongoing
Responsible team:	Innovation Service

General state of delivery:	Drones have been included in our Innovation Framework. OCC is also currently working on OXCAM AAM: a project to test and demonstrate the commercial and operational viability of an electric air-taxi between Oxford and Cambridge. Further info here and here.
Change over last financial year:	Working with consortium to bring the air taxi service to the attention of other local authorities and members of the public.
Future delivery:	Learnings from the project will be transferred to OCC and applied into its methodology.

Policy 41d Review data with a view to opening up data, such as mapping data, which will facilitate beneficial use of UAVs.

Status:	Delayed
Responsible team:	Innovation Service
General state of delivery:	OCC has opened some geographic data derived from UAVs, which companies can access through Altitude Angel portal for UAV providers. Publicly available data is in current plans and discussions, but nothing concrete as of September 2025.
Change over last financial year:	None given that the policy is at a standstill.
Future delivery:	Skyway project will continue sharing data with UAV providers. However, more work is required to make the data available to the public.

Policy 42: Living Lab

Policy 42 *We will continue to support a living lab approach to transport innovation, delivering projects and supporting tests of innovative solutions, in partnership with other organisations and the public, ensuring an open, transparent and inclusive approach.*

Status:	Ongoing
Responsible team:	Innovation Service
General state of delivery:	Majority of projects involve testing solutions and applying them in the area. OCC has hundreds of partnerships. Each project usually has over 10 partners if it is UK funded. EU funded projects typically have over 30 partners.
Change over last financial year:	PhD and MRes students are working with Innovate Oxfordshire to help deliver aspects of innovation projects. The team is currently working on building these projects to make them more formal.
Future delivery:	Looking to set up a partnership with Oxford Brookes university to link educational side with research/public sector/industry.

Policy 43: Innovation framework

Policy 43 *We will work with our District and City councils to integrate the Innovation Framework into the planning process. This will ensure relevant futureproofing is undertaken and appropriate innovations are integrated into infrastructure development where feasible, practical and beneficial to do so.*

Status:	Ongoing
Responsible team:	Innovate Oxfordshire
General state of delivery:	The Innovation Service has commented on local plans and recommended the innovation framework be referenced. However, more coordination is needed.
Change over last financial year:	
Future delivery:	Continue to comment on local plans and provide recommendations.

4.9. Data

Policy 44: Data

Policy 44a *Implement a consistent approach to gathering, using and sharing data, in accordance with Innovation Framework guidance, which will be applied across monitoring, management and modelling.*

Status:	Delayed - Coordination required
Responsible team:	Innovation Service
General state of delivery:	The paper for a centralised Monitoring & Evaluation Centre (MEC), which will address this policy, is under review
Change over last financial year:	Identify current approach and challenges, develop paper for centralised MEC approach.
Future delivery:	In the event of approved budget, future workstreams include identifying the financial mechanism to support this approach, creating M&E Frameworks, and Data discovery

Policy 44b *Assess data collection activities to identify risks of bias, unequal representation and exploitation.*

Status:	Ongoing
Responsible team:	Information Management Team
General state of delivery:	OCC has a data strategy and data collection procedure. It uses procurement activities to ensure there are adequate systems and solutions for data procurement, cataloguing and quality.
Change over last financial year:	The team has been responding to key changes over the last three years: innovation to GDPR post-Brexit, innovation to the 2023 UK *Data sharing: a code of practice,* and the June 2025 *Data (Use and Access) Act*. These changes have been applied to how the OCC operates and the team is currently updating the necessary strategy. Following the *Data (Use and Access) Act* and the Data Cataloguing Project, there is also now an ethics board looking at data requests and search requests, growing the research strategy to have a more formalised ethics process. This effort is particularly important given the OCC's work with academia.
Future delivery:	Continue the updates to the data strategy, use of legitimate interest, and expanding the narrative of how we use information, which continues to be updates post-Brexit.

Policy 45: Modelling

Policy 45a *Promote the use of OMM for both developers and planners.*

Status:	Delayed - Coordination required
Responsible team:	Place Shaping
General state of delivery:	Transport modelling has historically relied on traditional demand, assignment and locally based models, but the wider sector is steadily shifting toward activity-based approaches. Within the council, there is a growing recognition that our modelling tools need to be more integrated, flexible and aligned with emerging data-insight capabilities. This has led to the concept of "Oxmod", an integrated modelling framework intended to bring together our strategic models, local models and data-driven tools.
Change over last financial year:	Over the last year, leadership has initiated a review of the transport modelling strategy, with support from an external expert. This year also saw the start of a scoping exercise to assess how our current tools could be developed or enhanced in a pragmatic and affordable way.

Future delivery:	Work is now moving toward establishing the Oxmod framework, which aims to integrate strategic models, local models and data-insight tools into a coherent system.

Policy 45b *Continue to develop OMM including:*
- *The integration of monitoring tools when ready.*
- *Expanding the OMM capabilities and use cases as needed rather than create new isolated models.*

Status:	Delayed - Coordination required
Responsible team:	Place Shaping
General state of delivery:	See policy 45a above.
Change over last financial year:	See policy 45a above.
Future delivery:	See policy 45a above.

Policy 45c *Use modelling to support a 'decide and provide' approach rather than 'predict and provide' to support our transport vision*.

Status:	Delayed - Coordination required
Responsible team:	Place Shaping
General state of delivery:	Since OCC already uses the transport user hierarchy, this is integrated already in its objectives, including by following the national Transport Assessment Guidance.
Change over last financial year:	N/A
Future delivery:	Strengthened through vision led approaches

Policy 46: Monitoring

Policy 46a *Work towards creating a monitoring and evaluation methodology and tools which bring together a variety of datasets that can be consistently applied to monitoring development, schemes and infrastructure.*

Status:	Delayed - Coordination required
Responsible team:	Innovation Service
General state of delivery:	The paper for a centralised Monitoring & Evaluation Centre (MEC), which will address this policy, is under review.
Change over last financial year:	Identify current approach and challenges, develop paper for centralised MEC approach.
Future delivery:	In the event of approved budget, future workstreams include identifying the financial mechanism to support this approach, creating M&E Frameworks, and Data discovery.

Policy 46b *Use monitoring and evaluation tools to support policy formation and other relevant guidance to ensure learning is disseminated and acted on in future schemes and developments.*

Status:	Delayed - Coordination required
Responsible team:	Innovation Service
General state of delivery:	This policy cannot be addressed until Policy 46a is complete. The paper for a centralised Monitoring & Evaluation Centre (MEC), which will address this policy, is under review.
Change over last financial year:	Identify current approach & challenges, develop paper for centralised MEC approach.
Future delivery:	In the event of approved budget, future workstreams include identifying the financial mechanism to support this approach, creating M&E Frameworks, and data discovery.

Policy 46c *Identify the impact of transport schemes on people with protected characteristics to improve inclusivity.*

Status:	Ongoing
Responsible team:	Innovation Service
General state of delivery:	Cultural roads - EU funded CCAM project on about understanding the needs of people with protected characteristics and how to design public transport accordingly. EQIA (equality impact assessment) process: any major project now must go through this environment/quality impact assessment. The evaluation sits with Place Planning.
Change over last financial year:	Received funding for the EU for the CCAM project.
Future delivery:	Complete CCAM project and pass learnings onto appropriate stakeholders.

Policy 46d Map and link existing data sources to make the best use of previous investment. Further investment will be investigated to ensure ongoing data-based monitoring for key policies.

Status:	Ongoing
Responsible team:	Innovation Service with the support of Place Shaping
General state of delivery:	A Place Shaping officer is working on currently mapping available data sources linking to LTCP targets. The Innovation Service is supporting when required until MEC funding is approved.
Change over last financial year:	Asset contracts, use-cases identified and liaised with policy and transport planners. Data sources to be connected to Power BI dashboard as part of the LTCP M&E report.
Future delivery:	Identify strategic locations for long-term monitoring requirements and relocate current assets. Identify and link strategic data sources to LTCP M&E Report.

4.10. Freight and logistics

Policy 47: Freight and logistics strategy

Policy 47 *We will develop and deliver a freight and logistics strategy based around the principles of:*

- *Appropriate movement*
- *Efficient movement*
- *Net-zero movement*
- *Safe movement*
- *Partnership working*

Status:	Completed
Responsible team:	Strategic Transport (Place Shaping)
General state of delivery:	Delivered July 2022 in the *Freight and Logistics Strategy*.
Change over last financial year:	Continued implementation of the strategy.
Future delivery:	Will update the strategy, as necessary, reflecting changes and update within a monitoring report To update the Freight and Logistic Transport map to better reflect the counties HGV network aiming with the aim to make it easier to understand. To begin to deliver the mitigation measures as outlined in the two HGV studies (Henley and Windrush).

Policy 48: Long distance movement

Policy 48a *Promote rail freight as our priority for the long-distance movement of goods.*

Status:	Ongoing
Responsible team:	Strategic Transport (Place Shaping)
General state of delivery:	Promoted through engagement with stakeholders including rail freight operators and England Economic Heartland (EEH) through workshops organised by OCC. Work closely with a range of logistics providers on increasing the amount of freight carried by rail.
Change over last financial year:	Rail freight features prominently in OCC's OxRail 2040 Plan for Rail including the proposed 'Electric Freight Spine' and various infrastructure investments e.g. in the Didcot area.
Future delivery:	Supporting OxRail 2040 Plan development by engaging rail freight operators.

Policy 48b *Support a range of additional measures to improve the safety and efficiency of long-distance goods movement.*

Status:	Ongoing
Responsible team:	Strategic Transport (Place Shaping)
General state of delivery:	Engaging in cross boundary working with local authorities. Every 6 months a freight steering group meets up, allowing for communication between logistics companies and local authorities.
Change over last financial year:	Continuing cross-boundary working and organising the freight steering group meetups.
Future delivery:	Regularly engaging with freight steering group to keep track of technological advancement, with aims to make it every 3-4 months rather than only every 6 months.

Policy 49: Local movement

Policy 49a *Develop and deliver measures to encourage use of the most appropriate routes for HGVs.*

Status:	Ongoing
Responsible team:	Strategic Transport (Place Shaping)
General state of delivery:	Developed appropriate route for heavy goods vehicles (HGVs) and reviewed rest stops and parking facilities, published on the freight webpage map.
Change over last financial year:	Reviewed rest stops and parking facilities and added on the webpage.
Future delivery:	Promotion of appropriate routes for HGVs still in progress and revised more user friendly freight map is expected to be developed later this year (2026).

Policy 49b *Support a range of additional measures to improve the safety of local goods movement and encourage uptake of zero-emission vehicles.*

Status:	Ongoing
Responsible team:	Strategic Transport (Place Shaping)
General state of delivery:	Conducted HGV studies in two areas Windrush Valley and Henley, supported infrastructure to promote walking and cycling, and explored application of DVS.
Change over last financial year:	Published freight webpage.
Future delivery:	Promoting freight awareness through freight webpage, visiting areas with freight issues. Reports on Windrush Valley and Henley to be published.

Policy 50: Last mile movement

Policy 50a *Promote freight consolidation and cycle freight as our priorities for the last mile movement of goods.*

Status:	Ongoing
Responsible team:	Strategic Transport (Place Shaping)
General state of delivery:	Conducted freight consolidation feasibility study. Cargo bike guidance report is now available on the freight webpage.
Change over last financial year:	Conducted feasibility study.
Future delivery:	Exploring land opportunities for freight consolidation, publishing freight study.

Policy 50b *Support a range of additional measures to improve the safety of last mile goods movement and encourage uptake of zero-emission vehicles.*

Status:	Ongoing
Responsible team:	Strategic Transport (Place Shaping)
General state of delivery:	Supporting ZEZ expansion and promoting safety through vision zero workshops every quarter, following Freight Strategy. Development of freight webpage, which includes freight awareness.
Change over last financial year:	Published freight webpage.
Future delivery:	Support the development and trialling of UAV, CAV technology while considering other future technology advancements.

4.11. Regional connectivity and cross boundary working

Policy 51: Regional connectivity and cross boundary working

Policy 51a *Commit to working collaboratively with sub-national transport bodies and other relevant partnerships and will seek to influence regional work being led by Network Rail and National Highways on the development of the rail, road, public transport and active travel networks. Our collaboration will be guided by relevant policies included in the LTCP.*

Status:	On-track
Responsible team:	Strategic Transport (Place Shaping)
General state of delivery:	Rail services maintain collaborative relationships with other counties for practical improvements, working with them on a day-to-day basis. Other ongoing developments follow the OxRAIL 2040 strategy. • Oxford Station redevelopment is being delivered in partnership with Network Rail under the Oxfordshire Connect programme. • The Electrified Railway and Electric Freight Spine involve joint planning with Network Rail, DfT, and future Great British Railways (GBR). • The Oxfordshire Metro integrates rail, bus, and active travel, aligning with LTCP and requiring collaboration with local authorities, bus operators, and active travel bodies. • Delivery of East West Rail and new stations (e.g. Cowley, Littlemore, Begbroke) is being coordinated with sub-national transport bodies, district councils, and private sector partners.
Change over last financial year:	• Oxford Station upgrades began under the Oxfordshire Connect programme, including work on the six-track Botley Road bridge and preparations for Platform 5. • The business case and design work for reopening the Cowley Branch Line and delivering new stations at Oxford Cowley and Oxford Littlemore was completed, readying them for delivery in Phase 1. • The Oxfordshire Stations Action Plan (OSAP) was launched, initiating audits and improvement planning for all stations.
Future delivery:	Continued implementation of the OxRAIL 2040 Plan and maintaining relationships with other counties.

Policy 51b *Continue to work with neighbouring authorities to improve walking, cycling, public and shared transport connectivity in cross-boundary locations to support the needs of those local communities affected.*

Status:	Ongoing
Responsible team:	Active Travel (Place Shaping)
General state of delivery:	The Active Travel Team is in communication with colleagues from surrounding counties -subject to officer availability- and nationwide active travel charities such as Sustrans (now “Walk Wheel Cycle Trust”).
Change over last financial year:	
Future delivery:	Expanding walking, wheeling and cycling routes between boundary towns and rural communities, aligning with Movement & Place Plan recommendations (e.g., Kidlington and Mid-Cherwell, Bicester & surrounding villages) 3. Movement and Place Plan - Bicester & Surrounding Villages.

4.12. Local connectivity

Policy 52: Movement and Place Strategies

Policy 52 *We will develop and deliver Movement and Place Strategies that align with the LTCP vision and translate the LTCP policies into schemes for use in bidding, funding and developer negotiations.*

Status:	On-track
Responsible team:	Strategic Transport (Place Shaping)
General state of delivery:	Now renamed to *Movement and Place Plans (MAP Plans).* The Science Vale MAP Plans is expected to be adopted in January 2026, with other plans due to be published during 2026/27 (see future delivery below).
Change over last financial year:	Conducted site visits and developed strategies for Science Vale and Bicester and conducted consultations in November 2025 with Cabinet expected to adopt the Science Vale MAP Plan in January 2026 and the Bicester and Surrounding Villages plan shortly after. Conducted site visits to Science vale, Bicester, Abingdon, Witney and Carterton, Banbury and Kidlington and drafted strategies. Reported to informal cabinet and place overview scrutiny committee on the progress and overall programme.
Future delivery:	The team are expected to deliver the, Bicester and Surrounding Villages, Kidlington and South Cherwell, West Oxfordshire Lowlands Abingdon and the Eastern Vale, and Banbury and North Cherwell, Wallingford and Surrounding Area plans in the next year.

Policy 53: Transport Corridor Movement and Place Strategies

Policy 53 *We will produce transport Corridor Movement and Place Strategies that align with the LTCP vision and translate the LTCP policies into schemes for use in bidding, funding and developer contributions. Strategies will be developed for:*

a) A40
b) A420
c) A41
d) A44
e) A4074
f) M40/A34

Status:	Delayed
Responsible team:	Place Shaping
General state of delivery:	Transport Corridor Movement and Place Strategies form part of the wider Movement and Place programme, but the individual corridor strategies for the A40, A420, A41, A44, A4074 and M40/A34 remain a work in progress. Work on these corridors is uneven: some routes such as the A40 and A4074 are actively being progressed through the Movement and Place programme, while others, such as the A420, currently have no work underway. For the M40/A34, there is no dedicated county-led Movement and Place Strategy at this stage, but the County has contributed significantly to wider strategic studies led by England's Economic Heartland, including the Swindon–Didcot–Oxford study, which covered parts of the A34 corridor and proposed relevant schemes endorsed by the EEH Board. Additional EEH studies, including Oxford to Milton Keynes and Oxford to Northampton, have also touched on M40 considerations. The County has also submitted feedback on National Highways Route Strategies covering the A34 and M40 in 2023, though these have not yet been finalised. Internally, there is clarity on who may lead or support specific corridors: Place Planning South can cover the A40 and A4074; Place Planning North is the preferred

	starting point for the A41 and A44; and Strategic Transport is the appropriate point of contact for the M40/A34.
Change over last financial year:	The most notable change has been the completion of the A4074 corridor study, which represents the only substantial movement on any of the listed corridors within the last financial year. No new progress has been made on the A420, and the other corridors have not yet moved into formal strategy development. Work on major strategic connections has, however, continued through external strategic studies, particularly those undertaken by England's Economic Heartland, which include proposals relevant to the M40 and A34. Inputs to the National Highways Route Strategies also occurred during this period, though with no confirmed outputs yet.
Future delivery:	Strategic corridors are anticipated to become a major area of focus for 2026–2027, with formal Movement and Place-based corridor strategies expected to be developed during that period once corridor sequencing is confirmed. Some work is already beginning across teams to prepare for this. For the M40 and A34, further development of county-led approaches will likely build on insights from the EEH strategic studies and National Highways Route Strategy processes, filling the current gap where no internal corridor work exists.

Policy 54: Rural journeys

Policy 54 *We will work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that reduce through traffic, improve connectivity, accessibility, and contribute to delivery of our transport vision.*

Status:	Ongoing
Responsible teams:	Place Shaping
General state of delivery:	A new team formed in September 2024 to deliver the "Part 2s" of the LTCP - Movement and Place Plans. The first two will be the Science Vale and Bicester and Surrounding Villageshave now been consulted upon.. The remaining plans will follow the same blueprint. The Plans will establish a delivery plan to progress a range of movement and place schemes by working in collaboration with partners and stakeholders. They will be split into three broad categories: • Work with partners to deliver • Work with partners to explore • Explore future opportunities Once they are adopted, they will replace the LTP4 area strategies and it will be the responsibility of the individual place planning teams to deliver the upon the schemes outlined in the plan. The plans will be monitored annually/bi-annually to ensure they are reflective of the current development status within a dedicated area.
Change over last financial year:	Delivery of the Science Vale Movement and Place Plan.
Future delivery:	The programme has been agreed with the portfolio holder, scrutiny and will again be ratified at cabinet in the New Year. The anticipated plans for 26/27 are as follows (subject to staffing resources): - **Q1 (adoption) 2026/27** • Bicester and Surrounding Villages **Q2/3 (adoption) 2026/27** • West Oxfordshire and Lowlands • Kidlington and South Cherwell • Abingdon and the East Vale **Q3/4 (adoption) 2026/27** • Banbury and North Cherwell • Wallingford and River Thames Corridor

	• West Oxfordshire Uplands • Thame, Chinor and Watlington

5. Appendix 1 - Target and KPI data sources

HEADLINE TARGETS	
2030	
Replace or remove 1 out of 4 current car trips	OCC car trip monitoring framework with INRIX trips and pathways dataset, Vivacity sensors and Automatic Traffic Count Data
Reduce car vehicle miles driven in Oxfordshire by 20%	Department for Transport, Road traffic statistics: Traffic by local authority
Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week	Department for Transport, Walking & Cycling Statistics: Active Lives Survey
Reduce road fatalities or serious injuries by 50%	Compiled by OCC using Thames Valley Police reports with STATS-19
2040	
Replace or remove an additional 1 out of 3 current car trips in Oxfordshire	OCC car trip monitoring framework with INRIX trips and pathways dataset, Vivacity sensors and Automatic Traffic Count Data
Deliver a net-zero transport network	Department for Energy Security and Net Zero, Local Authority territorial CO2 emissions estimate within the scope of influence of Local Authorities
2050	
Deliver a transport network that contributes to a climate positive future	Department for Energy Security and Net Zero, Local Authority territorial CO2 emissions estimate within the scope of influence of Local Authorities
Have zero, or as close as possible, road fatalities or serious injuries	Compiled by OCC using Thames Valley Police reports with STATS-19

KEY PERFORMANCE INDICATORS	
Air Quality	
Road transport emissions	Department for Energy Security and Net Zero, Local Authority territorial CO2 emissions estimates are within the scope of influence of Local Authorities
Fraction of mortality attributable to particulate air pollution	Department for Environment, Air pollution: estimated fraction of mortality attributable to particulate air pollution
Digital Connectivity	
Percentage of premises with superfast broadband	Think Broadband Labs, Local broadband statistics for Oxfordshire
Percentage of premises with full fibre broadband	Think Broadband Labs, Local broadband statistics for Oxfordshire
Private Car	

Car ownership	Department for Transport, Licensed vehicles at the end of the quarter by body type, fuel type, keepership (private and company) and upper and lower tier local authority and Office for National Statistics, Provisional population estimate for the UK: mid-2025
Number of licensed battery vehicles	Department for Transport, Licensed plug-in vehicles at the end of the quarter by body type, fuel type, keepership (private and company) and upper and lower tier local authority
Public EV charging devices per 100,000 population	Department for Transport, Electric Vehicle Public Charging Infrastructure Statistics
Public Transport	
Passenger journeys on local bus services	Department for Transport, Local Bus Passenger Journeys: Passenger journeys on local bus services by local authority
Passenger journeys on local bus services per head of population	Department for Transport, Local Bus Passenger Journeys: Passenger journeys on local bus services per head by local authority
Number of park and ride passenger journeys	Compiled by OCC and bus operators
Number of rail passenger journeys (rail station entries and exits)	Office of Rail and Road, Estimates of station usage
Road highways maintenance condition	
Percentage of roads in good condition (green)	Oxfordshire County Council, ALARM Survey
Percentage of roads in adequate condition (amber)	Oxfordshire County Council, ALARM Survey
Percentage of roads in poor condition (red)	Oxfordshire County Council, ALARM Survey
Percentage of roads where maintenance should be considered	Department for Transport, Condition of local authority managed roads
Road safety	
Pedestrian KSI	Compiled by OCC using Thames Valley Police reports with STATS-19
Pedal cycle KSI	Compiled by OCC using Thames Valley Police reports with STATS-19
Two-wheel motor vehicle KSI	Compiled by OCC using Thames Valley Police reports with STATS-19
Motor vehicle only KSI	Compiled by OCC using Thames Valley Police reports with STATS-19
Walking and cycling	

Number of walking trips	Department for Transport, Walking and Cycling Statistics: Active Lives Survey
Percentage of adults that do any walking at least once per week	Department for Transport, Walking and Cycling Statistics: Active Lives Survey
Percentage of adults that walk for leisure at least once per week	Department for Transport, Walking and Cycling Statistics: Active Lives Survey
Percentage of adults that walk for travel at least once per week	Department for Transport, Walking and Cycling Statistics: Active Lives Survey
Percentage of adults that do any cycling at least once per week	Department for Transport, Walking and Cycling Statistics: Active Lives Survey
Percentage of adults that cycle for leisure at least once per week	Department for Transport, Walking and Cycling Statistics: Active Lives Survey
Percentage of adults that cycle for travel at least once per week	Department for Transport, Walking and Cycling Statistics: Active Lives Survey
LCWIP development	Compiled by OCC
Active Travel England Capability Rating	Active Travel England, Active travel capability ratings

6. Appendix 2 - LTCP car trip methodology

1. Match Automatic Traffic Counter count sites to OpenStreetMap network

To match the Automatic Traffic Counter (ATC) count sites to the OpenStreetMap (OSM) network, we began by identifying the ATC count sites and obtaining their geographic coordinates. These coordinates serve as the reference points for locating the ATC sites within the OSM network.

Next, we utilised Open Street Map (OSM) network data, which provides a detailed representation of road networks, including nodes and edges. By leveraging this data, we matched each ATC count site to the nearest network nodes in the OSM data based on their geographic coordinates. This matching process allows us to associate each ATC site with the corresponding location on the OSM network.

2. Filter out ATC sites we don't need

To ensure that our analysis focuses only on relevant traffic locations, we filtered out ATC sites that are not essential for our purposes. For instance, we excluded ATC sites situated within car parks or other areas unrelated to traffic flow. By removing these unnecessary sites, we streamlined the subsequent analysis and ensured that our results accurately reflect the traffic patterns we intended to study.

3. Match trip trajectories to OSM network

To analyse the trips in relation to the OSM network, we obtained car trip trajectory data. These trajectories consist of sequences of GPS coordinates recorded during each car trip. The trajectory data is anonymously sent from consenting cars to summarise a route taken and provides trip summaries for a small number of trips (current INRIX telematics data includes approximately 2-10% of car trips in the county, but we have only used personal car trips which are less than 1% of the sample).

By associating these GPS coordinates with the nearest network nodes in the OSM data, we matched the trip trajectories to the OSM network. This matching process allows us to establish a connection between the recorded trips and the road network represented in the OSM data. It enables us to precisely track the paths taken by the trips and determine their interaction with the road infrastructure.

4. Find trips that pass-through ATC sites

After matching the trip trajectories to the OSM network, we identified trips that intersect or pass through the ATC sites. By comparing the trip trajectories with the locations of the ATC sites, we were able to pinpoint the trips that directly interacted with these specific locations.

This step is crucial for our analysis as it helps us identify trips that contribute to the traffic counts recorded at the ATC sites. By isolating these trips, we can accurately measure their impact on the traffic flow and ensure that they are appropriately accounted for in our calculations.

5. Assign each trip to an appropriate ATC site

To avoid double-counting trips and ensure accurate attribution, we assigned each trip that passed through an ATC site to the appropriate location. This assignment process involved associating each trip with the specific ATC site it intersected or passed through during its trajectory.

By assigning each trip to its corresponding ATC site, we establish a clear relationship between the recorded trip and the location where it contributes to the traffic count. This step is essential for accurate analysis and prevents duplicate counting of trips, enabling precise calculations of trip volumes at each ATC site.

6. Scale trip count by ATC count

To accurately represent the total trip count passing through each ATC site, we scaled the trip count by the count recorded at that ATC site. This scaling factor accounts for the discrepancy in counts between the trip data and the actual count data obtained from the ATC sites.

By multiplying the number of trips assigned to each ATC site by the count recorded at that site, we ensure that the trip counts are proportionate and representative of the actual traffic volumes. This scaling process allows us to obtain reliable and meaningful trip count data for further analysis.

7. Cluster trip density to create 'virtual ATC' sites

For trips that do not pass through any ATC sites, we employed a clustering technique to identify areas with high trip densities. These areas, referred to as 'Virtual ATC' sites, represent regions where trip activity is concentrated despite the absence of an ATC site.

By clustering the trip density, we can identify spatial patterns and hotspots of trip activity. This approach allows us to create virtual representations of ATC sites in areas where they are not physically present, ensuring comprehensive coverage of trip data and capturing areas of significant trip concentration.

8. Repeat process to assign trips to 'virtual ATCs'

Like the assignment process for ATC sites, we repeated the process to assign the remaining trips to the 'Virtual ATC' sites. By comparing the trip trajectories with the locations of the virtual sites, we associated each trip with the nearest 'Virtual ATC' site.

This step ensures that all trips, including those that do not pass-through physical ATC sites, are appropriately accounted for in the analysis. Assigning these trips to the 'Virtual ATC' sites allows us to capture their contribution to the overall trip counts and accurately represent their impact on traffic volumes.

9. Scale trip count assigned to 'virtual ATCs'

To account for the density of trips in each cluster and ensure accurate representation, we applied a scaling factor to the trip count assigned to the 'Virtual ATC' sites. This scaling process adjusts the trip counts based on the concentration of trips within each cluster.

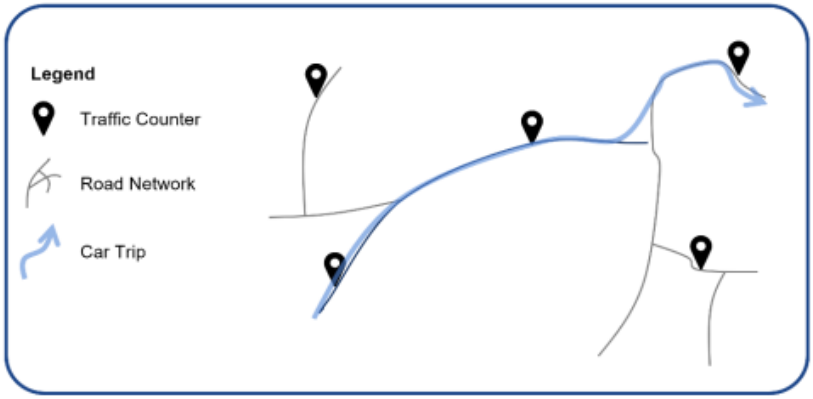
By scaling the trip counts assigned to the 'Virtual ATC' sites, we can accurately represent the trip activity in these areas. This step ensures that the virtual sites effectively capture the volume of trips they represent, providing reliable data for analysis and interpretation.

10. Collect total trip counts and standard deviations

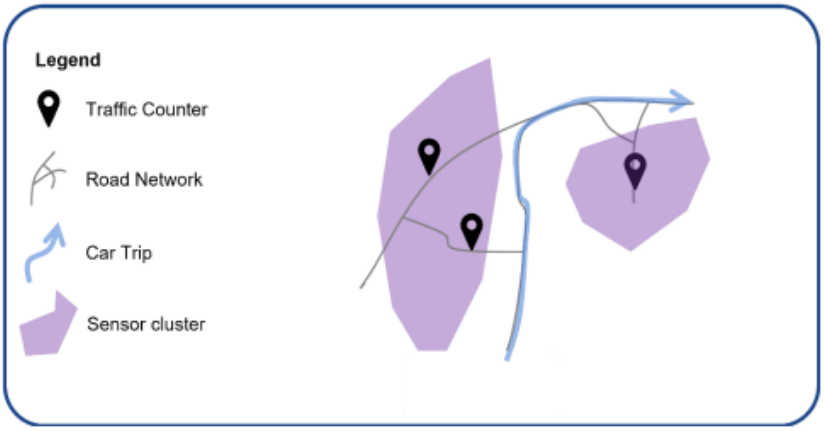
Finally, we collected the total trip counts and calculated standard deviations to provide an indication of variability and error bounds in the dataset. By summing the trip counts for all ATC sites and 'Virtual ATC' sites, we obtained the overall trip count for the study area.

Additionally, calculating the standard deviations allows us to understand the variability in the trip counts and assess the level of uncertainty in our measurements. These statistical measures provide valuable insights into the reliability and robustness of our dataset, enabling informed analysis and interpretation of the results.

Summary



- For each sensor, find the probability that a trip passes.
- Use this to weight each sensor.
- Use weighting to calculate how much of the sensors count should contribute to the trips count.



- Identify trips that don't pass a sensor or through a sensor cluster.
- Count these trips.
- Multiply up from the sample to reflect the statistical population.
- Add to the previous calculation.