



Monitoring Report 2024-2025

Local Transport and Connectivity Plan

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1. Introduction and executive summary

This [Local Transport and Connectivity Plan](#) (LTCP) monitoring report covers Oxfordshire County Council's progress towards its ambitious headline targets and key performance indicators (adopted in 2022) for the year of 2024/25.

There have been some changes to this year's report. We have adopted a **refreshed structure to enable efficiency and transparency**, making the report a valuable resource – with the overall intention to make it easier for members of the community to understand. While the report continues to present headline targets, it now includes a detailed breakdown by each policy area (e.g. active travel, public transport, and road safety).

There has also been an internal change in methodology, adopting a **formal governance structure with more frequent and granular reporting**. Where possible, targets and indicators are being tracked quarterly, allowing for timely identification of trends and more agile responses towards identifying opportunities and challenges in policy.

Another advancement in this year's approach has been a **focus on developing and utilising the Council's own data assets**. The Council continues to improve and invest in internal monitoring frameworks including the integration of advanced sensor networks, traffic count data, and digital infrastructure analytics. This not only enhances data quality but also builds organisational capacity for ongoing monitoring and evaluation.

Since the adoption of the LTCP, the council has navigated a **period of significant change shaped by the pandemic and evolving travel behaviours**. Car trips increased by 6% between 2024 and 2025, yet overall vehicle miles have fallen by 5% since 2019, illustrating both progress and persistent challenges in reducing car dependency.

In 2025, **Active Travel England awarded the Council with an upgrade to a level 3 active travel capability rating**, recognising its commitment to active travel and marking a significant step forward and unlocking future funding. This creates an opportunity to tackle challenges such as the 21% decline in cycling since 2019. Four new Local Cycling and Walking Infrastructure Plans (LCWIPs) were also approved this year, extending coverage to all of Oxfordshire's main settlements.

Public transport continues to recover steadily, with local bus journeys reaching 39 million in 2025, and rail journeys rising to 19.6 million in 2024. Passenger numbers continue to increase towards pre-pandemic levels.

Safety remains a priority. Most towns and villages have adopted 20mph speed limits, and the Vision Zero Programme is progressing. While fatalities and serious injuries fluctuate annually, the long-term trend is expected to improve.

2. Summary of achievements

Transport and public realm improvements delivered over the last year include:



Active travel capability rating increased to level 3



4 LCWIPs approved, bringing the total to 11 settlements across Oxfordshire



Over 12,000 licensed battery electric cars registered across the County



£7 million resurfacing programme, covering over 1 million sq. m. of roadway



OxRAIL 2040: Plan for Rail was adopted by Cabinet in November 2024



99% of premises in the county now have superfast broadband



Developed Movement and Place Plan: Science Vale Plan



My Bus Oxfordshire ticket launched in summer 2024

3. Progress towards headline targets

Oxfordshire County Council has set ambitious targets to reduce car dependency and shift travel patterns towards walking, wheeling, cycling and public transport. However, it is important to recognise that since the adoption of the LTCP in 2022, the headline targets and **key performance indicators have been shaped by significant external trends, most notably the COVID-19 pandemic** which significantly changed how we work, travel and interact with one another.

The LTCP continues to utilise baseline figures from 2019 for consistency within the report itself, however these **figures do not account for the 'new normal'** we find ourselves in post-pandemic. This, coupled with the ambitious nature of the targets themselves have contributed to a pronounced effect regarding how the Council has progressed towards its targets.

Recent large-scale measures, which were delayed by the pandemic, are now being implemented or will be in the near future, such as the temporary congestion charge (and associated traffic filter trial), zero emission zone expansion, and workplace parking levy. These **substantial changes are expected to reduce trips to and from Oxford**, which account for a large portion of traffic and congestion.



	Baseline Value (2019)	Current Value	Trend	Status	Outlook
2030					
Replace or remove 1 out of 4 current car trips	N/A	+ 6% (2024-2025)	⬆️	⚠️	COVID-19 inherited dynamics, 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.
Reduce car vehicle miles driven in Oxfordshire by 20%	3.86 <small>*In billion vehicle miles</small>	3.67 (-4.92%) (2024)	⬇️	⚠️	The pandemic created a 'new normal', with remote working reducing the need to commute regularly. 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 <small>*In cycle trips per week</small>	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 <small>*In number of KSI casualties</small>	260 (2024)	⬆️	⚠️	The baseline year reflects pre-COVID-19 conditions and is limited to a single year. While 20mph zones have reduced KSI in populated areas, higher-speed rural roads require attention.
2040					
Deliver a net-zero transport network	1,314 <small>*In kilotonnes of CO₂ equivalent</small>	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				

3.1 Replace or remove 1 out of 4 current car trips

	Baseline Value (2019)	Current Value	Trend	Status
Headline Target				
2030 - Replace or remove 1 out of 4 current car trips	n/a	+ 6% (2024-2025)	↑	⚠
2040 - Replace or remove an additional 1 out of 3 car trips		See above		
Relevant KPIs				
Car ownership	0.490 per capita figure	0.478	⬇	✓
Passenger journeys on local bus services	41.9 million passenger journeys	39 (2025)	⬇	⚠
Number of rail passenger journeys (rail station entries and exits)	21.7 million entries and exits	19.6 (2024)	⬇	⚠

Car trips in Oxfordshire increased by 6% between 2024 and 2025, following a 2.3% reduction from 2022 to 2024 and a 4.5% rise between 2019 and 2022. These fluctuations are partly due to changes in traffic sensor placement, which affect year-on-year comparability and can shift the baseline for this target.

Car ownership has slightly decreased per capita since 2019, despite population growth—a notable trend and positive. However, in areas such as Cherwell, ownership rose during the pandemic, likely reflecting disruptions to public transport and a shift towards private vehicles, particularly in rural communities; meaning greater focus will need to be towards our market towns to achieve the LTCP overall targets going forward.

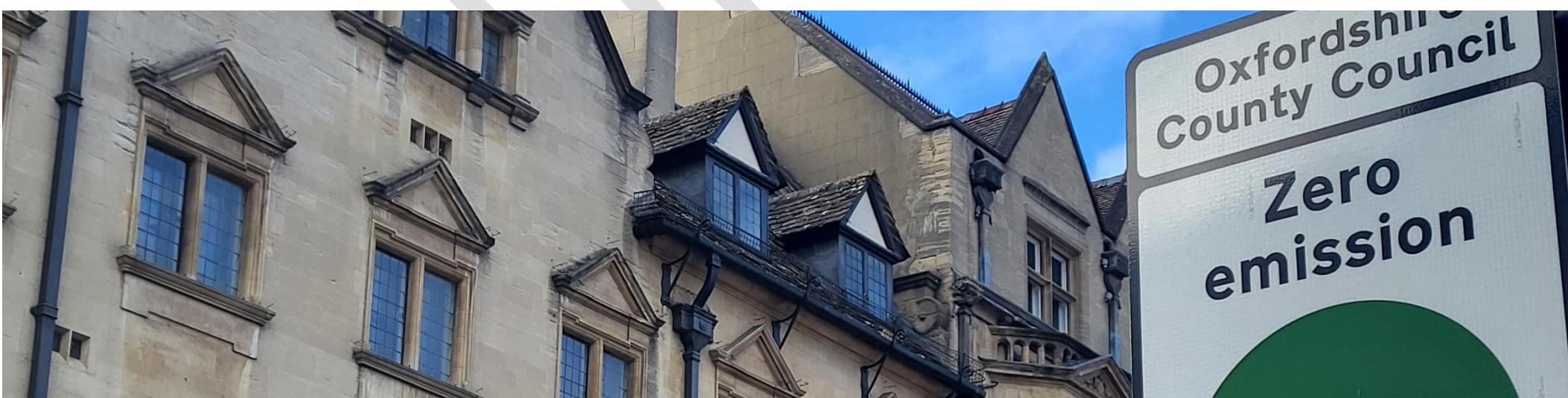
Passenger journeys on local bus and rail services have steadily recovered since 2020, moving closer to pre-pandemic levels. This positive trend is expected to continue, supported by initiatives such as the Enhanced Partnership with bus operators, ongoing investment through the Bus Service Improvement Plan, and the strategic direction set out in OxRail 2040: Plan for Rail.

3.2 Reduce car vehicle miles driven in Oxfordshire by 20%

	Baseline Value (2019)	Current Value	Trend	Status
Headline Target 2030				
Reduce car vehicle miles driven in Oxfordshire by 20%	3.86 billion vehicle miles	3.67 (2024)		

This headline target is new to the LTCP Monitoring Report 2024/25. From the previous year (2023), car vehicle miles have increased by almost 3%, although between 2019 and 2024 they have decreased by 5%. This, alongside a rise in car trips, indicates that achieving this target remains ambitious and challenging.

Delivering meaningful change will require bold interventions. Measures such as the temporary congestion charge, alongside future initiatives including enhanced bus priority corridors, improved cycling infrastructure, and integrated mobility services, are critical to shifting travel behaviour. These interventions will not only encourage greater use of public transport and support active travel but also significantly reduce congestion and emissions, helping Oxfordshire meet its long-term transport and climate goals. There may also be positive improvements towards health and wellbeing.



3.3 Increase the number of cycle trips per week in Oxfordshire

	Baseline Value (2019)	Current Value	Trend	Status
Headline Target 2030				
Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week	630,000 cycle trips per week	496,000 (2023)	⬇️	⚠️
Relevant KPIs				
Percentage of adults that do any cycling at least once per week	21.4%	18.1%	⬇️	⚠️
Pedal cycle KSI KSI casualties	45	31	⬇️	✓
LCWIP Development	n/a	4 (2025)	⬆️	✓

Oxfordshire County Council set an ambitious target of achieving one million cycle trips per week by 2030. However, this projection did not anticipate the unprecedented impact of the COVID-19 pandemic. The pandemic caused delays to several transport and public realm initiatives, including those designed to promote active travel. Furthermore, cycling activity requires sufficient time to recover, particularly following the widespread shift to remote working.

In terms of the headline target, cycle trips per week have decreased by 21% between 2019 and 2023. Since the previous year (2022) cycle trips per week have decreased by 7%. This reduction is replicated by the indicator for percentage of adults that do any cycling at least once per week, which has also reduced between 2019 and 2023. However, the key difference is that this indicator has seen a slight but steady improvement since 2021.

Significant progress has also been made in other related areas. Cycling in Oxfordshire has become notably safer, with a marked reduction in pedal cycle KSI figures. Additionally, four LCWIPs were approved by Cabinet this year, bringing the total number of adopted LCWIPs to 11 settlements across the county. The approval and subsequent implementation of LCWIPs are critical to improving cycling infrastructure and connectivity across the county.

However, in terms of future improvements, work on mobility hubs should be prioritised. Providing high-quality active travel facilities within these key interchange points is critical to promote modal shift and facilitate active travel. Furthermore, the council must continue to pursue collaborative activation measures, such as the Community Outreach Active Travel Programme, which are essential to complement infrastructure and drive behaviour change.

It is important to note that this figure may change in the future. The Department for Transport will no longer publish data on walking and cycling frequency previously derived from the Active Lives Survey ([source](#)). In response, the Council is developing its in-house data capabilities, embedding VivaCity sensors at strategic locations across Oxfordshire to capture monitoring data. This approach aims to provide a more robust and reliable source of information for future reporting.



3.4 Reduce road fatalities or serious injuries by 50%

	Baseline Value (2019)	Current Value	Trend	Status
Headline Target				
2030 - Reduce road fatalities or serious injuries by 50%	233 KSI Casualties	260 (2024)	↑	⚠
2050 - Have zero, or as close as possible, road fatalities or serious injuries		See above		
Relevant KPIs				
Pedestrian KSI	32 KSI casualties	36	↑	⚠
Pedal cycle KSI	45 KSI casualties	31	↓	✓
Two-wheel motor vehicle KSI	45 KSI casualties	71	↑	⚠
Motor vehicle only KSI	105 KSI casualties	114	↑	⚠

This target requires careful contextualisation. While the target and associated indicators may appear to be at risk, this perception largely stems from the use of a single-year baseline figure in the LTCP Monitoring Report. In contrast, the [Road Traffic Accident Data Summary](#) applies a multi-year average baseline (2010–2014), which better accounts for annual fluctuations and anomalies. The latest Road Traffic Accident Data Summary shows improvements across all road user groups, with the exception of van and lorry occupant KSIs, where annual sample sizes remain very small. Overall, KSI figures have followed a downward trajectory since 2015, despite being marginally higher than the 2019 figures.

3.5 Deliver a net-zero transport network

	Baseline Value (2019)	Current Value	Trend	Status
Headline Target				
2040 - Deliver a net-zero transport network	1,314 kt CO ₂ e	1,149 (2023)	⬇️	✓
2050 - Deliver a transport network that contributes to a climate positive future			See above	
Relevant KPIs				
Fraction of mortality attributable to particulate air pollution	7.2%	4.9% (2023)	⬇️	✓
Number of licensed battery electric vehicles (EV)	1,704	12,853 (2024)	⬆️	✓

The council has made significant progress in reducing transport-related emissions, achieving a 13% decrease in CO₂e levels between 2019 and 2023. This reduction reflects a combination of strategic measures, including building retrofits, fleet upgrades, and energy-saving initiatives, which have lowered operational emissions. It is important to note, that a substantial portion of this decline occurred during the COVID-19 pandemic. Although some emissions rebounded after 2021, the continued adoption of virtual meetings and hybrid working practices has helped sustain lower travel-related emissions compared to pre-pandemic levels.

Looking ahead, Policy 27 of the LTCP emphasises the need to incorporate embodied carbon emissions within the net-zero target. Work is underway to implement PAS2080 recommendations and to integrate data on emissions generated during the construction of transport infrastructure. This approach will ensure that the council's carbon accounting reflects the full lifecycle impact of its projects.

Health indicators also show encouraging trends. The fraction of mortality attributable to particulate air pollution (PM2.5) has declined, indicating that fewer deaths are linked to exposure to fine particulates. This improvement suggests that the adverse health effects associated with PM2.5 are likely to diminish over time, contributing to better public health outcomes.

In parallel, the uptake of battery electric vehicles has accelerated dramatically since 2019. The council has supported this growth through targeted investment in charging infrastructure, including park-and-charge hubs, rapid charging stations, and on-street solutions. These initiatives have alleviated concerns around range anxiety and made electric vehicle ownership more practical and accessible for residents, reinforcing the council's commitment to sustainable transport.





4. An overview of eight key policies

The following policies represent Oxfordshire County Council's strategic priorities for transforming local transport and connectivity.

Each policy is designed to address specific challenges and opportunities, from promoting active travel and sustainable transport to enhancing public safety and supporting innovation.

Coupled together, these policies form a comprehensive framework that guides the county's efforts to deliver a greener, safer, and more inclusive transport network for all residents.

4.1 Adopt LCWIPs for all main urban settlements

Policy	Description	Status
3a	Develop 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.	✓

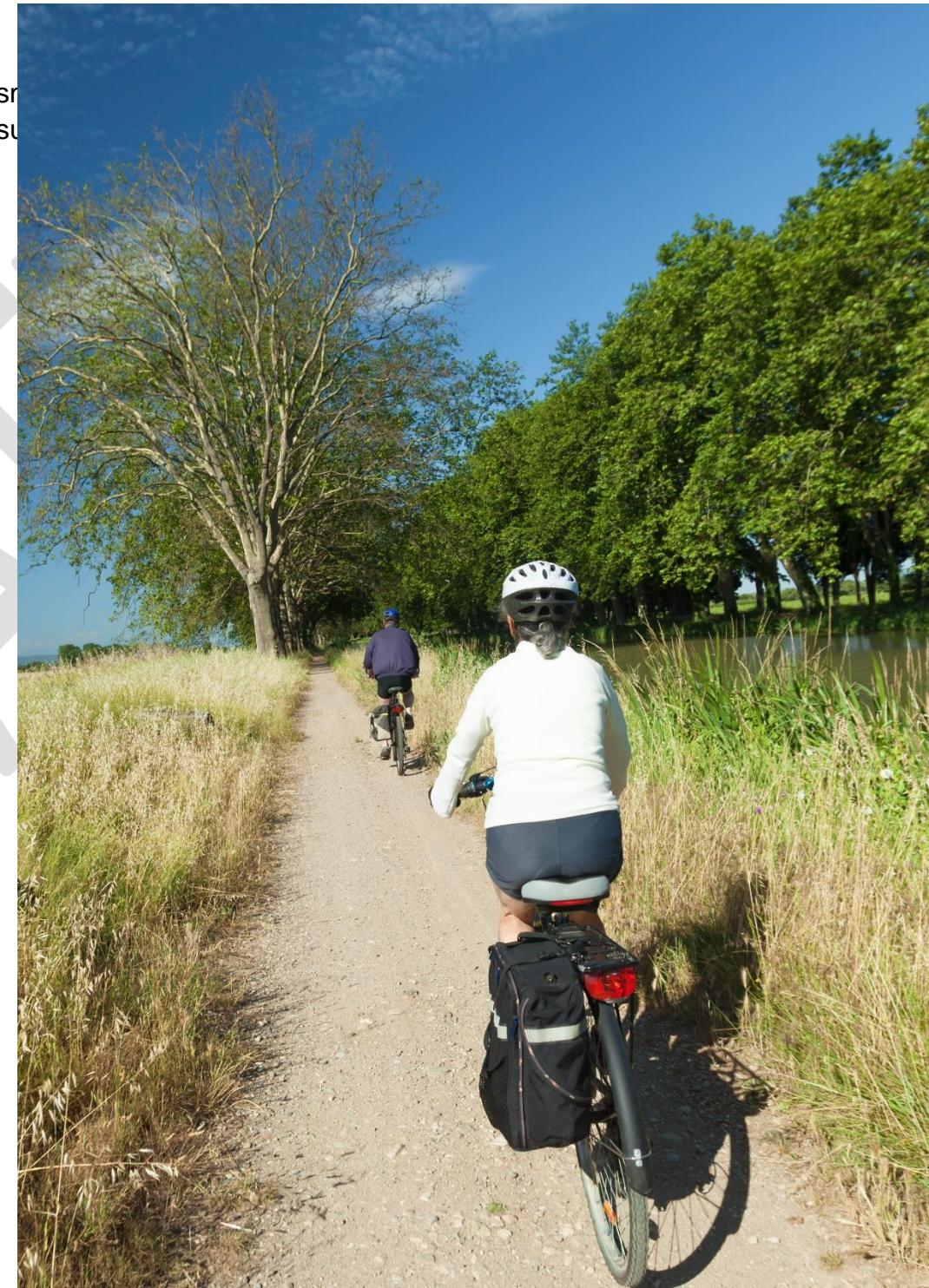
All urban settlements in Oxfordshire with populations exceeding 10,000 either have a completed LCWIP or are currently in the process of developing one.

Last year, the Chipping Norton LCWIP and Woodstock LCWIP were developed and subsequently approved by cabinet in April 2025. The Wantage and Grove LCWIP went to the December CMD, with Wallingford LCWIP scheduled for 2026.

4.2 Develop Greenways across the county

Policy	Description	Status
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.	✓

The Greenways project is progressing well, with Phase 2 underway. There has been progress on routes in Cherwell Valley and Ladygrove. Current priorities include completing route development, ensuring design consistency, implementing





4.3 Embed healthy place shaping principles

Policy	Description	Status
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.	

The Oxfordshire Street Design Code is scheduled for release in Spring 2026. It will embed principles of active travel, inclusivity, accessibility, and high-quality design. Current work focuses on integrating these standards into planning guidance to ensure consistent, sustainable street layouts supporting long-term transport and place-shaping objectives.

4.4 Manage and support micromobility operators

Policy	Description	Status
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.	

This year, progress included securing an e-scooter contract with Voi and publishing an e-bike Code of Conduct in August 2024, agreed by Voi and Lime for Oxford operations. With national e-scooter trials extended to May 2028, preparations are underway for a new contract to cover the trial period beyond 2026.

4.5 Publish a rail strategy for the county

Policy	Description	Status
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	✓

OxRAIL 2040: Plan for Rail was adopted by Cabinet in November 2024. This strategic plan sets out future workstreams, including feasibility studies for proposed new stations, electrification of the rail network, and enhancements to existing stations.

As part of this plan, the Oxfordshire Metro concept aims to integrate rail, bus, and active travel, supporting the objectives of the LTCP.

Other key rail improvement initiatives include:

- Oxford Station Redevelopment – progressing under the Oxfordshire Connect programme.
- Delivery of East West Rail and development of new stations, including Cowley, Littlemore, and Begbroke.
- Oxfordshire Stations Action Plan – launched to undertake audits and develop improvement plans for all stations across the county.





4.6 Maintain a commercially sustainable bus network

Policy	Description	Status
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.	

Oxfordshire County Council has an established Enhanced Partnership (EP) Plan and Scheme, signed with local bus operators, the City and District Councils, and other stakeholders. This EP provides the framework for collaborative improvements to public transport across the county.

Further bus initiatives that took place this year include:

- The introduction of a multi-operator ticketing system
- Enhancement to the local bus network, such as optimised routes and increased service frequencies
- Infrastructure upgrades included real-time information systems and bus priority measures

In June 2025, enhanced emission standards for buses were introduced in Oxford City and the wider county as part of the EP commitments. The county continues to support measures aimed at improving bus journey speeds and encouraging modal shift towards sustainable transport options, ensuring that bus services remain a central component of the county's transport strategy.

4.7 Promote 20 mph zones in the county

Policy	Description	Status
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.	

Using a phased approach, most towns and villages have now adopted 20mph limits, with Phase 3 locations under assessment and consultation. A countywide marketing campaign is underway to promote the benefits of 20mph zones, particularly near schools and within communities where schemes have been implemented.

Further measures to complement the 20mph rollout are required and will take place under the Vision Zero Speed Management Programme.

4.8 Implement zero emission zones

Policy	Description	Status
28a	Continue to implement the Zero Emission Zone in Oxford.	

The Oxford Zero Emission Zone scheme is currently in Stage 1 of development. The team assessing the scheme and engaging key stakeholders.

Following the Botley Road delays a new programme was developed and is now on-track. A Stage 1 feasibility study has been conducted, and a cabinet decision is expected in 2026.

