



Notice of a Meeting

Place Overview & Scrutiny Committee Wednesday, 24 November 2021 at 1.00 pm Council Chamber, County Hall

These proceedings are open to the public

Please note that Council meetings are currently taking place in-person (not virtually). Meetings will continue to be live-streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

If you wish to view proceedings, please click **on this Live Stream [Link](#)**. However, that will not allow you to participate in the meeting.

Places at the meeting are very limited. If you still wish to attend this meeting in person, you must contact the Committee Officer by 9am four working days before the meeting and they will advise if you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

Please note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Membership

Chair - Councillor Ian Snowdon
Deputy Chair – Councillor Charlie Hicks

<i>Councillors:</i>	Brad Baines	Jane Murphy	Richard Webber
	Dan Levy	Sally Povolotsky	
	Kieron Mallon	Judy Roberts	

Notes: *Date of next meeting: 2 February 2022*

For more information about this Committee please contact:

Chair	- Councillor Ian Snowdon E.Mail: ian.snowdon@oxfordshire.gov.uk
Committee Officer	- <i>Deborah Miller, Tel: 07920 084239</i> E-Mail: deborah.miller@oxfordshire.gov.uk

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

November 2021

What does this Committee review or scrutinise?

Climate change, transport, highways, planning and place-based services. Including the delivery of regulatory services, fire and rescue, community safety and community services such as libraries. NB This Committee will act as the Council's 'Crime and Disorder Committee'.

How can I have my say?

We welcome the views of the community on any issues in relation to the responsibilities of this Committee. Members of the public may ask to speak on any item on the agenda or may suggest matters which they would like the Committee to look at. **Requests to speak must be submitted to the Committee Officer below no later than 9 am 4 working day before the date of the meeting.**

About the County Council

The Oxfordshire County Council is made up of 63 councillors who are democratically elected every four years. The Council provides a range of services to Oxfordshire's 678,000 residents.

These include:

schools	social & health care	libraries and museums
the fire service	roads	trading standards
land use	transport planning	waste management

Each year the Council manages £0.9 billion of public money in providing these services. Most decisions are taken by a Cabinet of 9 Councillors, which makes decisions about service priorities and spending. Some decisions will now be delegated to individual members of the Cabinet.

About Scrutiny

Scrutiny is about:

- Providing a challenge to the Cabinet
- Examining how well the Cabinet and the Authority are performing
- Influencing the Cabinet on decisions that affect local people
- Helping the Cabinet to develop Council policies
- Representing the community in Council decision making
- Promoting joined up working across the authority's work and with partners

Scrutiny is NOT about:

- Making day to day service decisions
- Investigating individual complaints.

What does this Committee do?

The Committee meets up to 4 times a year or more. It develops a work programme, which lists the issues it plans to investigate. These investigations can include whole committee investigations undertaken during the meeting, or reviews by a panel of members doing research and talking to lots of people outside of the meeting. Once an investigation is completed the Committee provides its advice to the Cabinet, the full Council or other scrutiny committees. Meetings are open to the public and all reports are available to the public unless exempt or confidential, when the items would be considered in closed session.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, giving as much notice as possible before the meeting

A hearing loop is available at County Hall.

AGENDA

1. **Apologies for Absence and Temporary Appointments**
2. **Declaration of Interests - see guidance note on the back page**
3. **Minutes (Pages 1 - 12)**

To approve the minutes of the meetings held on 22 September 2021 and 13 October 2021 (**PLOSC3**) and to receive information arising from them.

4. **Petitions and Public Address**
5. **Developing a Libraries and Heritage Strategy (Pages 13 - 20)**

The purpose of this report is to provide the Place Overview and Scrutiny Committee with background information and work undertaken to develop the emerging Libraries and Heritage strategy which will be considered at Cabinet on 21st December 2021.

The Committee is RECOMMENDED to:

- (a) ***consider the contents of the report and presentation and provide feedback to the Cabinet Lead Member for Community Services and Safety, Corporate Director, Customers Organisational Development and Resources and supporting Officers;***
- (b) ***decide if any further action is required to support the emerging strategy;***
- (c) ***approve the development and content of the strategy.***

6. **Street Design Guide (Pages 21 - 26)**

The purpose of this report is to provide the Place Overview and Scrutiny Committee with requested background information to inform the review and discussion of the recent Cabinet decision to adopt the Oxfordshire Street Design Guide. A copy of the Street Design guide can be found [here](#) on the County Council's website.

The Committee is RECOMMENDED to:

- (d) ***consider the contents of the report and put relevant questions to the Cabinet Lead member, Director of Growth and Economy and supporting Officers;***
- (e) ***decide if any further action is required;***
- (f) ***consider areas for further development of the Oxfordshire Street Design Guide and other supporting policy developments.***

7. **Local Transport and Connectivity Plan Consultation (Pages 27 - 92)**

At its Meeting on 13 October 2021, the Committee requested a report on the Local Transport and Connectivity Plan (LTCP) consultation plan and the draft questionnaires. It is proposed that these documents form the basis of the LTCP public consultation

commencing in January 2022. The committee is asked to provide any comments on the consultation plan or draft questionnaires (Annexes 1-4).

The Place Overview and Scrutiny Committee members are RECOMMENDED to provide any comments on the Local Transport and Connectivity Plan Part 1 consultation proposals and draft questionnaires, prior to public consultation.

8. Work Programme 2021/22 (Pages 93 - 100)

The purpose of this report is to advise Committee members in determining their work programme for the 2021/22 financial year. The Committee held an informal session on the 4 November 2021 to discuss content of the work programme for 2021/22. The report presents its findings.

The Committee is RECOMMENDED to approve the work programme for the 2021/22 Financial year as detailed in paragraph 11 and 12 of the report.

9. Committee Start Time

Following several requests, the Chair has suggested that the start time of the Committee moving forward is 10.00 am.

The Committee are RECOMMENDED to agree that from 2 February 2022 the start time of the Committee will be 10.00 am.

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?.

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *“You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself”* or *“You must not place yourself in situations where your honesty and integrity may be questioned.....”*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

List of Disclosable Pecuniary Interests:

Employment (includes *“any employment, office, trade, profession or vocation carried on for profit or gain”*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members’ conduct guidelines.

<http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Glenn Watson on **07776 997946** or glenn.watson@oxfordshire.gov.uk for a hard copy of the document.

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OXFORDSHIRE PLACE OVERVIEW & SCRUTINY COMMITTEE

MINUTES of the meeting held on Wednesday, 22 September 2021 commencing at 1.00 pm and finishing at 3.35 pm.

Present:

Councillor – Ian Snowdon in the Chair

Councillors:

Brad Baines
Charlie Hicks
Dan Levy

Kieron Mallon
Jane Murphy
Sally Povolotsky

Judy Roberts
Richard Webber

Other Members in Attendance: Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment; Councillor Duncan Enright, Cabinet Member for Travel & Development Strategy; Councillor Neil Fawcett, Cabinet Member for Community Services and Safety; Councillor Tim Bearder, Cabinet Member for Highway Management.

Officers: Steve Jordan, Corporate Director Commercial Development Assets and Investments, Anita Bradley, Director for Law & Governance and Monitoring Officer; Bill Cotton, Corporate Director Environment and Place; Rachel Wileman, Assistant Director Strategic Infrastructure and Planning, Rob MacDougall, Chief Fire Officer; Jodie Townsend and Deborah Miller, Democratic Services.

The Council considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports and Addenda, copies of which are attached to the signed Minutes.

1/21 ELECTION OF CHAIR FOR REMAINDER OF 2021/22 MUNICIPAL YEAR

(Agenda Item 1)

Councillor Mallon nominated and Councillor Murphy seconded that Councillor Snowdon be elected as Chair.

AGREED: (nem con) that Councillor Ian Snowdon be elected as Chair for the remainder of the 2021/22 Municipal Year.

2/21 ELECTION OF VICE-CHAIR FOR REMAINDER OF 2021/22 MUNICIPAL YEAR

(Agenda Item 2)

Councillor Baines nominated and Councillor Levy seconded that Councillor Hicks be elected as Deputy Chair.

AGREED: (nem con) that Councillor Charlie Hicks be elected as Deputy Chair for the remainder of the 2021/22 Municipal Year.

3/21 DEVELOPING THE OVERVIEW AND SCRUTINY FUNCTION

(Agenda Item 6)

The Committee had before it a report which outlined proposals and initial ideas to develop the Overview and Scrutiny function of the Council. The report asked members to consider the proposals and comment on how they would like to develop them further.

Jodie Townsend, Interim Governance Advisor, in introducing the report, set out the initial thinking behind the proposals. He reported that it would take time to embed and develop a new approach to Overview and Scrutiny, and that if the Overview and Scrutiny function was going to truly add value, then it would need to be supported by Members, both Scrutiny and Cabinet, and by Officers. He indicated that there was a strong commitment from officers and Cabinet to facilitate more effective scrutiny. Training and development had started and would be a continuous process to look at best practice.

He stressed the importance of creating a strong organisational culture that supported scrutiny work and could add real value to policy-making and the efficient delivery of public services. The Committee would need to develop Core Scrutiny Proposals and actions and keep those at the centre of all it did; Suggested proposals for which were set on in paragraph 6 of the report.

Other work being undertaken included the development of Scrutiny operating procedures, including a Cabinet/Scrutiny Protocol; an effective and focused work programme, ongoing training and development for all scrutiny members; the development of an Oxfordshire Scrutiny Handbook and dedicated officer support.

The Chair thanked Mr Townsend for his presentation. The Chair welcomed the report and that he hoped as Chair that the Committee could add real value to the areas which it scrutinised, He expressed the importance of working together in a constructive and respectful manner, acknowledging that effective scrutiny happened when cross-party members worked together on scrutiny.

Members made the following points during discussion on the report:

- Members expressed the importance of having reports well in advance and of scrutiny being engaged at the earliest possible stage of policy making.
- Early sight of the Cabinets forward plan needed to be added to the process.

- Clear guidance on Scrutiny Stakeholders should be added to the core principals, as should language such as transparency and working together to develop.
- There needed to be a clear definition of what 'place' and the areas of work which fell under that heading was.
- Information on Champions and relevant user groups should be made available to all scrutiny committees.
- Members queried the budget commitment for officer support and whether there would be any budget for bringing in experts for specific pieces of work
- There was a need to have clear guidance on what each of the committees covered and for that to be relayed to the public. Plain language needed to be used. A business mission statement could enable the other committees to understand the areas of work under consideration and reduce blurred lines.
- The Committee acknowledged the need to be disciplined and focused on a few areas rather than trying to look at everything.
- Joint scrutiny with district councils should be considered.
- A mission statement should be added to the work programme for the coming year, to include political engagement, aims and values.
- Working Groups should be considered as an effective way of covering some of the work

Following discussion, Duncan Enright, Cabinet Member for Travel & Development Strategy and Councillor Neil Fawcett, Cabinet Member for Community Services & Safety welcomed the points made by the Committee. Councillor Enright noted that utilising the whole of the Council and scrutiny enabled better decision making by the Council. Councillor Fawcett endorsed the points about the early involvement of scrutiny and indicated that the Cabinet may need to look at the way it produced papers for the future.

The Chair thanked the Committee for their points and summarised the main points to take forward as follows:

- What is Place?
- Role and remit
- Mission Statement to be added to work programme.

4/21 WORK PROGRAMME 2021/22

(Agenda Item 7)

The Committee had before it a report to support and advise Committee members on determining their work programme for the 2021/22 municipal year.

Jodie Townsend, Interim Governance Advisor, introduced the report, which set out proposals from Cabinet members and senior officers on issues the Committee may wish to look at. He emphasised that the Committee did not have to agree the whole work programme for the rest of the municipal year at

this meeting. A limited process had been conducted to get an initial list of ideas. However, a more complete process was to be developed for prioritising items for work programmes going forward.

The Committee could also consider activities outside the meetings such as Task and Finish Groups, deep-dives, briefings, and public engagement days.

The Committee made the following points during discussion of the work programme:

- A request was made that work of the past Performance Committee was taken on board such as the renewed Skanska contract and loss of £1.6m.
- Members noted that some of the issues it would wish to look at were due for consideration at the October Cabinet Meeting.
- Members noted that no decisions had been taken on climate and sustainability for the past 18 months.
- Members felt that an informal workshop where members could sit round a table for a broader discussion on the work programme would be a more effective way of agreeing a work programme.

The following areas for Scrutiny were put forward:

- Library Strategy
- Recycling Centres
- Road Work Permissions (Utilities)
- Covid Planning to include Resilience planning for other major events such as Climate and Flooding
- Street Design Guide
- Budget for Highway Maintenance
- Bus Improvement Plan
- Carbon Reduction Framework
- Active Travel
- Freight

The Cabinet Members and Directors then set out further areas of work that the Committee could get involved with in the future and indicated that although some of the topics that the Committee had raised were going to Cabinet in October, that further opportunities for engagement on those areas would be available over the next 12 months.

Councillor Baines made a formal proposal which was seconded by Councillor Levy, to request that an additional Meeting of the Committee be held prior to the October Cabinet Meeting to consider the Local Transport and Connectivity Plan, National Bus Strategy – Bus Service Improvement Plan and 20 mph Policy and New Approach.

Jodie Townsend reminded the Committee that they were not able to look at everything and needed to focus on 3 or 4 topics for effective scrutiny. He

stressed that the Committee looking at the items above at a meeting in October would not be effective scrutiny as proposals were already formulated at this stage.

Anita Bradley, Director for Law & Governance and Rachel Wileman, Assistant Director Strategic Infrastructure and Planning indicated that there was not the officer resource to bring the reports forward in October.

Following Officer advice, the proposal was put to the vote and was carried by 5 votes to 3.

The Committee further agreed that officers should arrange an informal workshop as soon as possible to set the work programme for the Committee.

..... in the Chair

Date of signing

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OXFORDSHIRE PLACE OVERVIEW & SCRUTINY COMMITTEE

MINUTES of the meeting held on Wednesday, 13 October 2021 commencing at 1.00 pm and finishing at 3.05 pm.

Present:

Councillor Ian Snowdon – in the Chair

Councillors:

Charlie Hicks
Brad Baines

Dan Levy
Judy Roberts

Richard Webber

Other Members in Attendance: Councillor Pete Sudbury, Cabinet Member for Climate Change Delivery and Environment; Councillor Duncan Enright, Cabinet Member for Travel & Development Strategy.

Officers: Anita Bradley, Director for Law & Governance and Monitoring Officer; Bill Cotton, Corporate Director Environment and Place; Rachel Wileman, Assistant Director Strategic Infrastructure and Planning; Paul Fermer, Assistant Director Community Operations; John Disley, Infrastructure Strategy & Policy Manager; Jodie Townsend and Deborah Miller, Democratic Services.

The Council considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.

5/21 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS (Agenda Item 1)

Apologies for absence were received from Councillor Sally Povolotsky, Councillor Kieron Mallon and Councillor Jane Murphy.

6/21 LOCAL TRANSPORT AND CONNECTIVITY PLAN (Agenda Item 4)

At its last Meeting, the Committee had requested to consider the Local Transport and Connectivity Plan report prior to its consideration by Cabinet at its meeting on 19 October 2021.

John Disley, Infrastructure Strategy & Policy Manager in introducing the report, explained that the report provided an update on the Local Transport and Connectivity Plan, and specifically, it outlined the context and key points included in the draft LTCP Document, on which it was proposed to undertake public consultation. It also included context about the supporting data (Annex

2), draft Freight and Logistics Strategy (Annex 3), draft Innovation Framework (Annex 4), draft Active and Healthy Travel Strategy (Annex 5), Bus Service Improvement Plan and the Integrated Sustainability Appraisal (Annex 6). It was proposed that the documents were all endorsed for public consultation commencing in November 2021.

Members made the following points during discussion:

- Members felt that there should be more detail regarding of how/where freight consolidation would work.
- Members queried the scale and ambition of the targets and whether thinking had been done around cause and effect.
- The Committee indicated that it would like to see how officers were going to consult on such a large range of policies, what questions were going to be asked, what percentage of residents they hoped to reach whether any work had been carried out around reaching the right people. A suggestion was made that officers could use representative sampling for public consultation and use of Citizens Panels.
- Members would like to see more detail on how targets would be monitored and whether targets might need to be revised in the context of COP26.
- Members requested that Scrutiny be added to timeline for future engagement. Officers agreed for this to be done.
- Members queried how scrutiny could feed into Oxford Transport Strategy.
- Members queried how LTCP and OP2050 fit together, and which took precedent.
- Members queried how officers would take account of policy to deliver the targets through planning applications.
- Members queried why the KPI's did not include car ownership, car club miles, share of different transport modes or carbon budgeting. Officers gave an undertaking to adding.

Following discussion, the Committee agreed to forward the following points to Cabinet for consideration:

- The Committee felt that there should be further detail in the plan in relation to freight.
- The Committee felt that the policies outlined should have an evidence base which linked cause and effect of how each policy was predicted to cause car-use reduction in line with the targets. The Committee also wished to see assurance in the document regarding monitoring progress against the targets.
- The Committee expressed concern about how the public were going to be consulted; how the Cabinet were going to consult with the right people; whether a target had been set for how many residents they hoped to reach; whether that target had been benchmarked and what questions were going to be asked to cover such a wide range of policies. The Committee requested to see the consultation document prior to it being sent out to the public.

- The Committee requested that opportunities for Scrutiny input be added to the timeline document.
- The Committee requested that officers come back to the Committee with opportunities to engage in the Oxford Strategy Policy Development (acceleration of LCTP2).
- In relation to the Indicators the Committee wished to see indicators around Car Ownership, Shared Transport, Car Sharing and Car-Pools.
- The Committee wished to see greater clarification around the Budget.

7/21 NATIONAL BUS STRATEGY - BUS SERVICE IMPROVEMENT PLAN

(Agenda Item 5)

At its last Meeting, the Committee had requested to consider the National Bus Strategy – Bus Service Improvement Plan report prior to its consideration by Cabinet at its meeting on 19 October 2021.

The Cabinet at its Meeting on the 19 October would:

- Endorse the Bus Service Improvement Plan, including the bidding list of schemes and other interventions proposed for inclusion in the document, to be submitted to Government by the end of October 2021, subject to further refinement before submission.
- Support the increased priority and investment to promote buses and the need for much closer joint working required in the forthcoming Enhanced Partnership, recognising the requirements for increased Council staffing and budget to support this area.
- Delegate authority to the Corporate Director to make any necessary changes to the BSIP in consultation with the Cabinet member, prior to submission at the end of October.

John Disley explained that the report provided an update on the Bus Service Improvement Plan which was being prepared for submission to Cabinet at the end of October. This was the Council's response to the requirements set out in the National Bus Strategy, with the aim of significantly enhancing the Oxfordshire bus offer, and addressing the main issues affecting passenger transport by bus in Oxfordshire, which would contribute significantly to Administration priorities for transport, carbon reduction and social inclusion. The report also identified an indicative bid profile for the funding element of the BSIP document to be presented in late October, which illustrated the proposed capital funded projects (up to nine schemes directly aimed at supporting bus travel, along with other measures) alongside revenue funded elements (including up to six new rural bus services) of the Bid to Government. Annex 1 to the report, which was still being worked on set out progress to date on the various elements of the Bus Service Improvement Plan.

In general, there was a need to get buses moving much more quickly. There was a significant emphasis on capital to improve services and they were

currently looking at how they could bring services into rural areas and how there could be an effective commercial network.

Following discussion, the Committee agreed to forward the following points to Cabinet for consideration:

- The Committee felt that more detail needed to be added around Bus Transport outside of the City, including Transport Hubs and how people would get to the Transport Hubs and consideration should be given to single ticketing by operators.
- The Committee indicated that they would like the issue of Youth Fares considered, including the issue a loan system to enable parents to afford passes.
- The Committee queried why there had not been enough of a review of the available evidence of what leads to a reduction of congestion – including, reducing the capacity of car parking and road space, road pricing and parking pricing and asked the Cabinet to consider asking officer to carry out a literature review of what reduces car use.
- The Committee felt that lessons could be learnt for future decision making around the recent decision not to implement traffic filters and the time lost due to it.
- The Committee queried whether the Digital and ICT Capacity of the Council capable adequate for the 21st Century particularly in relation to getting people on Buses and Public Transport.

8/21 20MPH POLICY AND NEW APPROACH

(Agenda Item 6)

At its last Meeting, the Committee had requested to consider the report on 20mph Policy and New Approach prior to its consideration by Cabinet at its meeting on 19 October 2021.

The Cabinet at its Meeting on the 19 October would:

- Endorse the proposed approach to implementing 20mph speed restrictions across Oxfordshire which better reflects local requirements and aspirations.
- Approve the update of the County Council's Speed Limit Policy statement.
- Support the criteria for consideration of 20mph at and the Funding Prioritisation Framework to manage funding requests and the overall programme.

Paul Fermer, Assistant Director Community Operations introduced the report and explained that the report requested cabinet approval of a new countywide 20mph speed restriction approach in areas that had traditionally mainly been 30mph limits. To accommodate this change there was a requirement for a new 20mph speed policy and the development of a new procedure to aid their implementation.

Oxfordshire already had several roads that are 20mph, however, the current policy and approach meant that progress was slow, ad-hoc, and could be costly or cost prohibitive for some communities. About 10% of Oxfordshire's previously 30mph limits had been converted to 20mph over the years. If the proposed policy and new approach was adopted then, subject to funding and local opinion, it was considered that about 85% could have a 20mph speed restriction implemented.

The Development of the Scheme would be through a Steering Group, comprising 3 Cabinet Members, 20 is Plenty Group and TVPC.

Following discussion, the Committee agreed to forward the following points to Cabinet for consideration:

The Committee welcomed the report but expressed concern over how priority amongst parishes would be decided and requested that specific mention was made in the Plan regarding the unique position of Oxford City not having parishes. Concern was also expressed about 30 mph schemes being put in place in the meantime which would then be quickly replaced by 20 mph schemes and regarding police enforcement.

..... in the Chair

Date of signing

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Divisions Affected - All

PLACE OVERVIEW AND SCRUTINY COMMITTEE

24 NOVEMBER 2021

DEVELOPING A LIBRARIES AND HERITAGE STRATEGY

Report by Claire Taylor, Corporate Director, Customers
Organisational Development and Resources.

RECOMMENDATION

The Committee is **RECOMMENDED** to:

- (a) consider the contents of the report and presentation and provide feedback to the Cabinet Lead member for Community Services and Safety, Corporate Director, Customers Organisational Development and Resources and supporting Officers;
- (b) decide if any further action is required to support the emerging strategy;
- (c) approve the development and content of the strategy.

Executive Summary

1. The purpose of this report is to provide the Place Overview and Scrutiny Committee with background information and work undertaken to develop the emerging Libraries and Heritage strategy which will be considered at Cabinet on 21st December 2021.

Scrutiny Guidance

2. No other papers or briefings have been submitted to the Place Overview and Scrutiny Committee prior to the meeting.
3. This agenda is intended to operate as follows at the Place OSC Meeting:
 - a. Brief overview of proposed strategic direction for Oxfordshire County Council Libraries and Heritage Services and the process for developing the strategy
 - b. Question & Answer session with Cabinet Lead Member, Corporate Director, Customers, Organisational Development and Resources and supporting officers

Developing a Library and Heritage Strategy

4. In April 2021, Cabinet approved the development of a strategy for Oxfordshire County Council's libraries and heritage services. See Appendix 1 for the list of services in scope.
5. The council has a statutory duty to provide a 'comprehensive and efficient library service' as set out in the Public Libraries and Museums Act 1964 for all persons who live, work and study in the area (section 7). The council also has statutory responsibilities to run an archives service under the Public Records Act (1958) and the Local Government Acts (1962, 1972), and has been identified and appointed by the Lord Chancellor as the approved Place of Deposit for the public records of Oxfordshire. These Acts require the care of and provision of access to public records and the records of local authorities.
6. The heritage service's purpose is to collect, conserve and provide opportunities to engage with Oxfordshire's collections of museum objects archives and local history holdings. This is delivered through access to exhibitions in the Oxfordshire museum, the museums learning service for schools, a programme of activities in the museum and in outreach settings and access to archives and local history records in the history centre. Increasingly the services are making their collections available digitally to increase and widen access.
7. In developing the strategy, the service undertook the following engagement activities;
 - A review of the national policy framework
 - A review of the strategic drivers for change, what factors will likely to have a long-term impact on libraries and heritage services
 - A consideration of the county councils' wider strategic plans
 - A review of our current provision and performance
 - A community needs analysis
 - Stakeholder engagement (including presentations to all Locality Boards, workshops with staff, Friends of Libraries, volunteers and external stakeholders and the public through the Let's Talk Oxfordshire portal)

SERVICE INSIGHT (see Appendix 2 for further details)

8. Our library services reflect the national picture in that we are seeing a decrease of 'in person' visits. Whilst we have seen decline over the last five years, Oxfordshire's libraries decline at 12% has been slower than the national rate of 17%. However, the number of items borrowed from our libraries declined by 27% in that period which is faster than the 22% decline in issues nationally. An analysis of membership and borrowing by age group shows that 47% of books issued in our libraries are to children and young people, which demonstrates good take up amongst this group given they represent 23% of the total population.

9. Visitor numbers at the Oxfordshire Museum fell significantly with the closure of the permanent galleries for 9 months during 2016/17. Investment in temporary exhibitions over the next 3 years and the opening of a new permanent gallery, enabled visitor numbers to recover and exceed their former level by 2019/20.
10. Visitor footfall at the History Centre has remained constant over the past five years, as have remote enquiries about its collections and researching its resources. Demand for access to the physical collection also remains high. A 33% increase in visits to the service's digital resources for Oxfordshire history site over the past three years reflects the increase in the amount of content the service has been making available, and a shift in demand from some customers

KEY AREAS OF CONSIDERATION

11. The outcome of the engagement sessions, assessment of community insight and horizon scanning identified the following key issues / ideas that the council needs to address to improve the sustainability of the libraries and heritage service and increase their impact on council priorities. In the next five years we need to:
 - ensure services meet the predicted population growth
 - ensure access in rural communities
 - reduce the decline in services and widen participation to reflect the community demographic
 - increase partnership working and services targeted at specific and/or local needs and attract resources to support delivery
 - further develop library building as vibrant community hubs
 - promote digital inclusion and support people in the community to gain digital skills, including the potential of advanced technologies
 - strengthen our offer for children, young people and families, including improving school readiness and early years
 - increase programmes and activities to support people to have active and healthy lives, reduce social isolation and loneliness
 - build on libraries role as providers of trusted information
 - improve our buildings and digital offer to reduce impact on the climate, including increasing digital access to heritage collections
 - increase libraries contribution to sustainable economic development, innovation, and entrepreneurship across the county

OUR AMBITION AND VISION FOR LIBRARIES AND HERITAGE IN OXFORDSHIRE.

12. Ambitious for our communities, ambitious for our services

Over the next five years we want to work with our residents, visitors and partners to ensure our services are operating at their best, addressing the challenges and opportunities identified in this strategy, offering people of all ages and backgrounds a chance to explore, interact and imagine.

This long-term vision is set out below. It directly reflects what services users and stakeholders have told us about what they value about our services, and their aspirations for its future.

In the next section of the strategy, we set out our priorities for service development to deliver our shared ambitions.

13. **Our Vision**

Our libraries and heritage services provide opportunities for people to connect and create, to learn and grow together. Inspiring us all, they are places to imagine, and they make a difference to the wellbeing of the communities they serve.

Working in partnership we will provide valued and trusted routes to a wide range of services, information and activities that reflect local needs.

Our buildings will be open and welcoming spaces, our services will be accessible and available, and we champion digital inclusion, broadening access to all we offer.

A new set of strategic themes and associated action plan will position our Libraries and Heritage Services to maximise their contribution to community outcomes, enable internal and external partners to have a clearer understanding of benefits of working with libraries and heritage services, enable local communities to influence the development of their libraries as vibrant community hubs, ensure services are using data and effective evaluation to improve performance and support the council to attract investment from the widest range of possible sources.

Strategic themes

- 14.1 **People** - our libraries and heritage services will support people to reach their full

Libraries are the place where children and adults can find that special book that helped them get the reading habit and then borrow for free to feed that habit for life. In libraries, the museum and the history centre people learn new skills, gain information, and participate in activities to support them to live successful and healthy lives. We offer so many opportunities from finding out about family history and the county's heritage, access to council and other benefits, free computers to apply for jobs, research and learn, meeting authors, participation in book groups, volunteering and learning digital skills to mention but a few.

- 14.2 **Place** - our libraries and heritage services will be recognised as valuable community assets and will strengthen their role in 'place making' with communities at the heart of our thinking and service design.

As communities needs change so must libraries and heritage services to ensure that our physical spaces are integrated with our digital services. We will increase our visibility in communities to ensure delivery of the vital social benefits of companionship, support, and inspiration. Co-design where we listen to and learn from our communities to design these spaces and services will be crucial to success

- 14.3 **Partnership** – our libraries and heritage services will deliver on national and local priorities, increasing our strategic and operational collaborations with the full range of partners

Libraries and heritage services consistently work in partnership with local and national organisations. We will develop new partnerships and evaluate existing partnerships. Partnerships will be essential in attracting funding to support our ambition but also to ensure we are using our heritage and library assets to deliver maximum impact for health and well-being, opportunities for children and young people, vibrant local economies and preventing demand on other services where possible. Our staff will be supported to develop partnerships where relationships and local knowledge is central.

NEXT STEPS

14. The draft strategy will be considered at Cabinet on 21st December. Public consultation on the draft strategy will take place during January/February 2022 through the Let's Talk Oxfordshire engagement portal. Consultation feedback will help shape the final version of the strategy which is intended to return to Cabinet in spring 2022.
15. Key actions in the strategy will be taken forward through an engagement programme involving partners, including the Arts Council and other funding agencies, existing users of services and the local community in each library location. Actions that will be implemented through this process of engagement include
- the delivery of an asset development plan for the long-term future of libraries and heritage assets to ensure they meet projected population growth and aspirations as vibrant community
 - a refreshed volunteer strategy
 - review of events and activities programmes

Financial Implications

There are no immediate financial implications arising from this report.

Prem Salhan
Interim Finance Business Partner

Legal Implications

Any new strategy must comply with the statutory duties set out at paragraph 6.

All final proposals for change to existing services will need to be the subject of equality impact assessments in addition to public consultation referenced at paragraph 23.

Jonathan Pool
Solicitor (contracts)

CLAIRE TAYLOR, Corporate Director, Customers Organisational
Development and Resources.

Background papers: None

Contact Officer: Lesli Good, Assistant Director, Cultural Services (interim)
lesli.good@oxfordshire.gov.uk
07930 617798

November 2021

Appendix 1 – List of services in scope

- 22 libraries managed by county council staff
- 22 Community Supported Libraries run by staff with the support of volunteers
- Home Library Service supporting 670 clients
- Prison library Service in Huntercombe and Bullingdon
- the Oxfordshire Museum in Woodstock
- the Museums Resource Centre at Standlake, housing the reserve collection
- a Scheduled Ancient Monument and Grade 1 listed medieval barn at Swalcliffe, providing accessible storage for large agricultural and trade vehicles
- Oxfordshire History Centre in St Lukes Church, Cowley
- all three museum locations and the History Centre are Accredited (meeting nationally agreed standards for museum and archive services to inspire the confidence of the public and funding and governing bodies)
- Victoria County History, a literary charity whose purpose is to publish the complete history of Oxfordshire
- The museum service also has a legacy responsibility for the remains of the Bishop's Palace in Witney

Appendix 2 – Libraries and Heritage service insight

These services are highly valued and used by residents. Key performance data in 2019 as the last full year of operation before the pandemic is set out below:

- 2.3m visits to libraries
- 3.4m items borrowed from libraries
- 159,071 of these were e books or e audio books
- 166,255 searches for e magazines
- 670 housebound residents supported by the Home Library Service
- County Library has the 4th highest borrowing figures in Great Britain
- 8,355 events in libraries attended by 98,000 people
- >1,200 volunteers supported delivery of services
- 127,092 visits to the Oxfordshire Museum
- 3,645 visits to the Oxfordshire History Centre (17% of visitors were first time visitors)
- 3,600 remote enquiries answered by the history centre

Services for children are well attended.

- 47,000 children visited libraries to borrow books
- 1.5m items were borrowed by children
- 598 events supporting children's reading and literacy
- 9,000 children participated in Summer Reading Challenge

- 1,780 Rhymetime, family events and Play and Stay sessions were delivered
- 26,000 children and young people (early years to Year 12) attended a class visit with teacher – for many of these it was the first visit to a library
- 1,900 Bookstart packages gifted to under 5s
- 1,500 children engaged in informal learning activities in the Museum
- 8,500 school children engaged with the museum service through loans of boxed collections of objects, workshops at the Museum and in school

Appendix 3 – Engagement sessions

The engagement process is set out in para 8. Two workshops were held with staff, two with Friends of libraries groups, 2 with volunteers and 1 with external stakeholders. Councillors were invited to a workshop and presentations were made to all Locality Groups. Officers across the council were also engaged through a series of presentations. The public were invited to share ideas for libraries, museum and history service through the Let's Talk Oxfordshire portal.

Appendix 4 – Impact of the pandemic

Libraries, the museum, and history centre were closed during periods of lockdown in 2020 and 2021 with staff being re-deployed to support other services such as registration and making shielding calls, however the home library service continued to visit our housebound library members. Services wherever possible were delivered digitally including Rhymetimes and activities for children, Reading Groups and some library activities for adults. Museum activities to support children learning and history centre website content were also significantly enhanced.

The library service saw an exponential increase in on-line membership and e-book borrowing. From November 2020 during the second lockdown libraries offered a 'click and collect' service where residents could ask library staff to select books for them to collect from our largest branches and a small number of free PC bookings were made available in recognition that some residents were facing prolonged digital exclusion due to lack of personal devices and/or connectivity.

All libraries, the Museum of Oxfordshire and the Oxfordshire History Centre are open to the public. The Museum Resource Centre and Swalecliffe Barn are not open to the public on a daily basis and have returned to the pre-covid pattern of opening days.

Divisions Affected - All

PLACE OVERVIEW AND SCRUTINY COMMITTEE - 24 NOVEMBER 2021

STREET DESIGN GUIDE

Report by Director of Growth and Economy

RECOMMENDATION

The Committee is **RECOMMENDED** to:

- (a) consider the contents of the report and put relevant questions to the Cabinet Lead member, Director of Growth and Economy and supporting Officers;
- (b) decide if any further action is required;
- (c) consider areas for further development of the Oxfordshire Street Design Guide and other supporting policy developments.

Executive Summary

- 2. The purpose of this report is to provide the Place Overview and Scrutiny Committee with requested background information to inform the review and discussion of the recent Cabinet decision to adopt the Oxfordshire Street Design Guide.
- 3. A copy of the Street Design guide can be found [here](#) on the County Council's website shortly.

Scrutiny Guidance

- 4. In order to assist the Committee with its preparation and understanding of this item there were two drop-in sessions prior to the Committee meeting for Place OSC Members to explain the role, content and purpose of a Street Design Guide. These briefing sessions took place on 15th and 18th November 2021.
- 5. This agenda is intended to operate as follows at the Place OSC Meeting:
 - I. Brief overview of key implications of the Street Design Guide and the next steps in its development
 - II. Question & Answer session with Cabinet Lead Member, Director of Growth and Economy and supporting officers

The Street Design Guide

6. Oxfordshire County Council aims to enable Oxfordshire as a whole to become zero-carbon by 2050. In our role as the Highway Authority, when advising and assessing new developments, OCC needs to take this into account in order to achieve the ambition. The Design Guide presents how we can prioritise active and healthy travel through street design in new developments contributing to our carbon reduction ambitions.
7. The Design Guide provides design standards for streets in new developments. Promoting high quality placemaking whilst achieving high quality infrastructure for walking, cycling and buses.
8. This guidance is also intended to support the development industry in the preparation and submission of development proposals through the provision of up to date and transparent guidance. This should both de-risk and accelerate the preparation and determination of development proposals for developers and the county council.
9. As the Design Guide is now an adopted document, Transport Development Control Officers can use it to influence developments at pre-application stage and to form recommendations on planning applications.
10. As the policy context and council priorities change over time, it has been the intention to regularly review this guide and keep it up to date.

KEY DATA

11. An external consultant was appointed for the project who has a wide range of experience in Urban Design and was responsible for creating South Oxfordshire District Council's Design Guide which was a finalist at the Royal Town Planning Institute Awards and at the National Urban Design Awards.
12. An evaluation of national guidance, particularly Manual for Streets (Department for Transport, 2007 and 2010), Inclusive Mobility (Department for Transport, 2005) and Local Transport Note 1/20 Cycle Infrastructure Design (Department for Transport, 2020) was undertaken. The standards therein were adopted in the Design Guide.
13. A range of opportunities and methods were applied as part of the consultation process for the design guide to engage with a wide range of internal and external stakeholders to inform the Design Guide.

KEY AREAS OF CONSIDERATION

14. The county council's Climate Action Framework and Local Transport and Connectivity Plan have set our ambition to deliver a zero-carbon Oxfordshire transport system. Without the Street Design Guide it would be difficult to achieve this ambition.

15. The need for an updated design document was identified to replace the outdated 'Residential Roads Design Guide', bring guidance in line with Local Transport Plan 4 and emerging Local Transport Connectivity Plan (which this guide will sit under) as well as updated national guidance.
16. Transport Development Control teams are dealing with a high volume of strategic sites which are at pre-application stage. Without this guidance, it would lead to protracted and lengthy pre-application discussions or alternatively no pre-application consultation, which would result in planning applications that do not meet the county council's requirements and ambitions for active and sustainable travel.
17. The Design Guide is very clear on the direction of travel, walking and cycling should be future residents' first mode of choice. However, the planning system presents several challenges to achieve this. These are:
 - I. The Design Guide is a document adopted by the County Council but the District Councils are the Planning Authorities and therefore are the bodies responsible for granting planning consent. We need to work with District Councils to encourage them to refer to this Guide within their planning documents;
 - II. The District Council's and County Council's parking standards are outdated. With the current investment in sustainable and active travel via the Growth Deal, Housing Infrastructure Fund, etc which will enable more trips by foot, cycle and bus, there should be a review of parking standards for new developments alongside wider policy changes; and
 - III. Viability issues can erode County Council's infrastructure asks from development. We need to provide a clear steer to developers that without sustainable and active travel infrastructure, it would be difficult for OCC to support certain sites.

SEPTEMBER CABINET DECISION

18. Following the Cabinet's decision in September 2021 to adopt the guide, it is available on the County Council's website.
19. The Oxfordshire Street Design Guide will be a live document which will be updated yearly to address any issues and to be kept up to date with local and national guidance. It will also allow further annexes to be added to the document on additional design elements if required. A Second Edition is expected by Summer 2023 which will also include a review of Manual for Streets 3.

ENGAGEMENT

Summary of stakeholder engagement in drafting Design Guide:

POSC6

Consultee	Dates	Type of consultation	Further engagement	Key Outcomes
Internal teams	2018/2019	Email / Workshops	Meetings with individual teams	Inclusion of topic areas, amendments to draft
Developers	Summer 2018	Workshop	<i>Planned webinar following adoption of document</i>	Encouragement of adoption of guidance as it would be helpful in bringing forward development. Some felt strict guidance should be provided on geometries.
District Councils	Summer 2018	Workshop	Pre-publication Briefing & Planned <i>webinar following adoption of</i>	Encouragement of adoption and signposting to district design guides.
County Council Members	December 2020	Webinar	<i>Cabinet Meeting May 2021</i>	Enthusiastic about content and form of document. Need to follow LTN 1/20 principles and standards.
External stakeholder* consultation	Dec 2020 - Jan 2021	Online consultation	Further meeting held with Oxfordshire Cycling Network	Key themes within the external stakeholders' responses which have resulted in amendments to the draft.
Critical Friend Review	Mar 2021	Review of draft	Ongoing engagement with amendments to draft	Well produced and illustrated document. Given the quality of the document, need to seek to strengthen content.

*inc. cycle, pedestrian, civic, disabled user groups, developers and district councils

20. Launch events are being planned with internal officers, stakeholders, and developers to make them aware of the document, and notify them that officers will be actively using the document when advising on development sites.
21. Ongoing engagement with key users of the document for feedback on the Design Guide will be enabled through:
 - I. Using existing Stakeholder Forums being run for the Local Transport Connectivity Plan;
 - II. Creation of a Developer Forum; and
 - III. Officer feedback events.

22. Feedback from this engagement will be fed back into the Design Guide through the monitoring framework and any necessary edits or new content will be added to the Second Edition and future revisions.

IMPACT OF PANDEMIC

23. The pandemic has resulted in more people working from home, reducing the need to travel, or if travel is required, travel outside traditional peak hours. The discussion around the impact of travel behaviour and street scene has also been topical in the context of the climate crisis and therefore residents of Oxfordshire are more aware of their individual impact. This has resulted in a demand for high quality active and sustainable travel infrastructure.
24. These changes mean that we need to rethink the way new developments are designed in particular in the context of reducing the need to travel or travelling sustainably. The Design Guide provides a user hierarchy which places pedestrians and cyclists at the top and private cars at the bottom. It also demonstrates how this priority can be achieved through design.
25. *'Urban planning after COVID-19 - Supporting a global sustainable recovery'* a Research Paper by Royal Town Planning Institute (October 2021) notes the following challenges highlighted by the pandemic:
- I. Place-based inequality;
 - II. Changes in consumption patterns and the need for a green industrial revolution; and
 - III. Unequal accessibility and connectivity of place.
26. By promoting active travel through appropriate design of new streets, the inequalities of accessibility can be addressed. The Design Guide highlights the importance of connectivity to areas surrounding new developments, and this area could be developed further in the next edition of the design guide with the provision of design parameters.

Next Steps

27. Monitoring the use and impact of the Design Guide following launch events.
28. Release of Second Edition including:
- I. review of new Manual for Streets 3;
 - II. feedback from users of the document following engagement set out in paragraph 21;
 - III. guidance on connectivity to areas surrounding new developments and junctions in new developments

Financial Implications

29. There are no budgetary implications in relation to publication of the Oxfordshire Design Guide. The cost of preparing the Design Guide has been funded through Homes and Community Agency Capacity Funding.

September Cabinet Report checked by:

Rob Finlayson, Finance Business Partner for Communities,
Rob.Finlayson@Oxfordshire.gov.uk

Legal Implications

30. No legal implications have been identified in relation to publication of the Oxfordshire Design Guide.

September Cabinet Report checked by:

Jennifer Crouch, Principal Solicitor Environmental,
Jennifer.Crouch@Oxfordshire.gov.uk

Anita Bradley
Director of Law and Governance

Background papers: [September 2021 Cabinet Papers](#)

Contact Officer: Chanika Farmer, Transport Development Control Lead
(Cherwell, West Oxfordshire and Oxford City)

November 2021

Divisions Affected - All

PLACE OVERVIEW AND SCRUTINY COMMITTEE – 24 NOVEMBER 2021

LOCAL TRANSPORT AND CONNECTIVITY PLAN CONSULTATION

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Place Overview and Scrutiny Committee members are **RECOMMENDED** to provide any comments on the Local Transport and Connectivity Plan Part 1 consultation proposals and draft questionnaires, prior to public consultation.

Executive Summary

1. This report updates the Place Overview and Scrutiny Committee on the Local Transport and Connectivity Plan (LTCP) consultation plan and the draft questionnaires, as requested at the 13th October 2021 meeting. It is proposed that these documents form the basis of the LTCP public consultation commencing in January 2022. The committee are asked to provide any comments on the consultation plan or draft questionnaires (Annexes 1-4).

Background

2. Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling the new Oxfordshire document the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county.
3. We have developed and consulted upon the LTCP in 3 stages. This process has allowed for ongoing public engagement at each stage of the project. We have therefore been able to refine proposals before final inclusion in the LTCP.
4. The stages of development that we have conducted are:
 - Stage 1 – Topic Paper Engagement
 - Stage 2 – Development of Vision Document
 - Stage 3 – Development of LTCP and supporting strategies
5. The draft LTCP document including the vision, themes and policies was shared with the Place Overview and Scrutiny Committee on the 13th October. Following

this, the LTCP was endorsed for public consultation by Cabinet on the 19th October.

6. In support of the LTCP we have developed supporting strategies for Freight and Logistics, Active and Healthy Travel and Innovation. These strategies build upon the high level policies in the LTCP but provide more detail about our proposals and how they will be delivered. These documents, as well as an Integrated Sustainability Appraisal (ISA) were shared alongside the LTCP and were also endorsed by cabinet for public consultation.

LTCP consultation

7. The LTCP cabinet paper (Annex 5) proposed commencing public consultation in November. However, the Place Overview and Scrutiny Committee requested to review the consultation questions. We have therefore altered the original consultation plan and are sharing details of the consultation with the Committee for feedback. In order to avoid clashes with the budget consultation and Christmas the LTCP consultation is now proposed to commence on 5th January and run for 10 weeks.
8. The LTCP consultation will be hosted on the council's Let's Talk Oxfordshire webpage. It is proposed that there will be 4 separate surveys on the webpage, one each for the LTCP (Annex 1), Active and Healthy Travel Strategy (Annex 2), Freight and Logistics Strategy (Annex 3) and Innovation Framework (Annex 4). A question on the ISA will be within the LTCP questionnaire (Annex 1, question 23). This will help to make the surveys more focused on the respective topics and as a result they will be shorter and more accessible for respondents.
9. Due to the broad range of topics covered in the LTCP and supporting documents it is proposed that each questionnaire is structured in a way that enables respondents to select the topics they are interested in. The 'Skip logic' on the Let's Talk Oxfordshire webpage will then display the relevant questions and skip over those that are not relevant. This aims to make questionnaires more tailored to respondent's interests and maximise complete responses by reducing the need to answer unnecessary questions.
10. It is proposed that each questionnaire contains summary information about the topic or policy in question. This is to help respondents understand the question and make an informed choice, without having to open the corresponding document. A link will be provided to the relevant chapter for those that do wish to read further information.
11. We will also be utilising the 'idea boards' function on Let's Talk Oxfordshire. These enable respondents to provide free text responses to questions on key topics. This is different to the traditional survey format and will allow respondents to engage with the consultation in an alternative way. We have the option to rotate themes and pose different questions throughout the consultation.

12. To ensure that all residents can take part in this consultation, we will offer the option to request a hard copy or give comments over the phone by contacting the council's helpline.

LTCP consultation engagement

13. The LTCP consultation will be promoted via our existing stakeholder contact list. This includes key stakeholders, hard to reach groups, parish councils, neighbouring local authorities and respondents to the LTCP vision consultation that gave consent to be contacted again.
14. Our corporate communications and marketing team will also be promoting the consultation in a range of ways such as through the council's social media channels. A first draft of the communications plan has been produced to outline what activity this might involve. Further work is currently ongoing to refine the communications plan.
15. In order to promote the LTCP consultation as widely as possible we will also be asking if local members could share details of the consultation with stakeholders in their local areas. We will discuss this with local members at the January locality meetings and will provide some sample text to assist.

Corporate Policies and Priorities

16. The County Council's corporate plan, 2020-24 includes a vision based on the 3 elements of 'Thriving People,' 'Thriving Communities,' and 'Thriving Economy.' The broader work on the LTCP will help to deliver the council's vision for all of these elements, as outlined in the LTCP cabinet paper.
17. In order to deliver the corporate plan vision, it is stated that we will "listen to our diverse residents so we can continuously improve our services and provide value for money". The LTCP consultation proposals summarised in this paper will directly contribute towards this by seeking to capture the views of a diverse range of residents.

Financial Implications

18. The LTCP consultation work is being conducted by staff from the Environment and Place and Customers and Organisational Development directorates, covered by the staffing budget. In addition, revenue costs of £2,000 are required to support the communications plan funded from existing team budget.

Comments checked by:

Rob Finlayson, Finance Business Partner (Environment & Place),
rob.finlayson@oxfordshire.gov.uk (Finance)

Legal Implications

19. As noted in the LTCP cabinet paper, the LTCP will become the county's statutory Local Transport Plan. The requirement for local transport authorities to produce a Local Transport Plan is set out in the Transport Act 2000, as amended by the Local Transport Act 2008.
20. The Local Transport Acts require local transport authorities to undertake a certain level of consultation when developing policies and plans. It is considered that this will be met by the Vision Document consultation conducted in February-March 2021, as well as the planned consultation set out in this paper.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Environment Team),
Jennifer.Crouch@Oxfordshire.gov.uk (Legal)

Staff Implications

21. Development of the LTCP questionnaire and communication plan has been undertaken by officer resource in the Infrastructure Strategy Team, Engagement and Consultation team and Marketing and Campaigns team.
22. Management and promotion of the LTCP consultation will be undertaken by officer resource in the same teams.

Equality & Inclusion Implications

23. We have undertaken engagement and consultation exercises during development of the LTCP to help shape its content and understand the needs of different residents. This has included engagement with the Oxford City Council Inclusive Transport and Movement focus group. The LTCP consultation is a further opportunity to engage with a wide range of stakeholders, understand their needs and shape the content of the LTCP accordingly.
24. As noted in the LTCP cabinet paper, we have conducted an Integrated Sustainability Appraisal (ISA) and Equalities and Climate Impact Assessment (ECIA) to ensure that any equality matters have been identified and acted upon during development of the LTCP.
25. In terms of the LTCP consultation, we have sought to ensure all residents will be able to take part in the survey. This includes the option to have a hard copy posted and the ability to conduct the survey via the telephone.
26. We will also be contacting of a range of hard to reach stakeholders to notify them of the consultation and asking stakeholders to promote the consultation via their communication channels. As work to develop the communications plan progresses, we will continue to explore the potential for other ways to engage with hard to reach groups.

Sustainability Implications

27. As identified in the LTCP cabinet paper, the LTCP will be an important part of delivering the County Council's Climate Action Framework. The LTCP consultation does not have any additional sustainability implications.

Risk Management

28. A comprehensive risk register has been kept as part of the LTCP project. Key risks associated with the LTCP consultation have been summarised below.
29. **Risk:** The LTCP does not have wider stakeholder, Councillor or public input
Mitigation: The engagement process will give time for stakeholders to feedback and develop a relationship with LTCP team. A stakeholder engagement plan has been developed and delivery is ongoing at relevant stages of public consultation. There have also been regular meetings with the LTCP Steering Group and the Transport Cabinet Advisory Group (CAG) throughout LTCP development. Local County members have been engaged with through member locality meetings. We have also engaged with district council colleagues and plan to conduct further engagement prior to public consultation.
30. **Risk:** The LTCP does not receive high levels of engagement / public consultation
Mitigation: Owing to the number of major consultations being conducted in November and December 2021 by the County Council there is a risk that there are lower levels of engagement with the LTCP, with a risk of 'consultation fatigue' among residents and lower levels of engagement. OCC channels will also have less capacity to promote each consultation and encourage engagement. In order to mitigate this risk it was agreed to move the consultation to early 2022. In addition, the documents will be published on our LTCP webpages in December and stakeholders will be given advance notice of the consultation timeframes, to assist with their forward planning.

Consultations

Public consultation

31. There have been 2 rounds of public engagement on the LTCP to date. An engagement exercise was undertaken in Spring 2020, with the public and stakeholders asked to comment on a series of topic papers focused on different transport and connectivity topics. A report on this engagement was published alongside the LTCP Vision Document.
32. Following this, public consultation was conducted on the vision document in February-March 2021. This included seeking feedback on the draft vision, key themes and proposed policies. Feedback from this consultation has been used to refine the vision, key themes and policies in the LTCP.

33. We are proposing to undertake a further 10 week public consultation on the LTCP and supporting strategies. Amendments will then be made to take into account feedback received before the final versions are presented for approval by Cabinet and adoption at Full Council.

County councillor and stakeholder engagement

34. The LTCP cabinet paper outlines the ways in which we have engaged with county councillors and stakeholders during development of the LTCP. It will be important that we continue to engage with these stakeholders to promote the LTCP consultation and seek support in promoting it. This will be conducted via the existing engagement mechanisms of Transport Strategy Cabinet Advisory Group, member localities meetings and the LTCP Steering Group.

Future engagement and timeline / next steps

35. The key dates for further development of the LTCP and supporting strategies are set out below. These will be reviewed and finalised as the project develops, and aligned with timescales for the Oxfordshire Plan 2050 and associated Oxfordshire Infrastructure Strategy:
- November – December 2021: Finalisation of plans for LTCP public consultation.
 - December 2021 - Publish LTCP on OCC website (using either Cabinet Word docs or final designed copies if ready). *Contact stakeholders to provide advanced notice so they can book it into their meeting cycles*
 - January 2022 – March 2022: Public consultation on LTCP and supporting strategies.
 - Spring 2022: Finalisation of LTCP and supporting strategies, including review by Place Overview and Scrutiny Committee, approval by Cabinet and adoption by Council.
 - Spring/Summer 2022: Development of area and corridor strategies, bus and rail strategies, walking & cycling design guidance, with further engagement with local councillors and stakeholders.
 - Autumn – Winter 2022: Consultation on supporting strategies.
 - Early 2023: Final approval and adoption of complete Plan.

BILL COTTON, Corporate Director for Environment and Place

Annexes: **Annex 1:** LTCP questionnaire
 Annex 2: Active and Healthy Travel Strategy questionnaire
 Annex 3: Freight Strategy questionnaire
 Annex 4: Innovation Framework questionnaire
 Annex 5: LTCP cabinet report (Item 10 - [Agenda for Cabinet on Tuesday, 19 October 2021, 2.00 pm - Oxfordshire County Council](#))

Background papers: Nil

Contact Officer: John Disley, Infrastructure Strategy & Policy Manager,
07767 006742

November 2021

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LTCP Questionnaire

Introduction

This questionnaire relates to our new Local Transport Plan, a statutory document required under the Transport Act 2008. We are calling ours the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county.

The LTCP outlines our long term vision for transport in the county and the policies required to deliver this. The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes we (or other transport organisations) implement.

The LTCP is a wide ranging document that will be used by a range of people and will support a range of functions. We recognise this and have attempted to make it easy to navigate. You can read a clear, high level summary of our key messages in the executive summary. If you are interested in further detail, you can use the contents table to navigate to the relevant section of the LTCP.

You do not have to answer all the questions. We have made most questions in this questionnaire optional so that you can focus on those that are most relevant to you.

1

Vision

We have developed a transport vision to set out the overarching direction for transport in Oxfordshire. It has been informed by previous rounds of engagement/consultation.

The vision outlines a clear long-term ambition for transport in the county and underpins the policies in this document. The vision also ensures that we both take account of, and inform, wider strategy development.

“Our Local Transport Plan Vision is for a zero-carbon Oxfordshire transport system that enables all parts of the county to thrive.

Our transport system will enable the county to be one of the world’s leading innovation economies, whilst supporting clean growth, tackling inequality and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education.

Our plan sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice.”

To what extent do you support the vision?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the vision?

2

Key themes

In support of the vision we have identified five key themes. These are the specific areas we are seeking to transform through implementation of the vision. We have also identified the outcomes we hope to deliver for each key theme which can be found in the LTCP. Our key themes are:

- Environment
- Health
- Place Shaping
- Productivity
- Connectivity

To what extent do you agree with the key themes?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
Environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Health	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Place Shaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Productivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the key themes?

7

Headline Targets

In order to track delivery of the vision and key themes we have identified some headline targets. These will help us to quantify progress made on delivering the vision and ensure that we are on track to deliver the vision.

By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire

By 2040 our targets are to:

- Deliver a zero-carbon transport network
- Replace or remove 1 out of every 3 current car trips in Oxfordshire

By 2050 our target is to:

- Deliver a transport network that contributes to a climate positive future

To what extent do you agree with the headline targets?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
2030 targets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2040 targets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2050 targets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the headline targets?

8

LTCP Policies

The majority of the LTCP outlines our transport policies. These policies will be used to influence and inform how we manage transport, influence spatial planning and the types of schemes we (or other transport organisations) implement. The policies are grouped according to policy focus area which were identified in support of the vision and key themes.

The policy focus areas were included in the LTCP vision consultation. We have amended the policy focus areas based on the feedback received and added several new policies as a result.

We have summarised all of the LTCP policies in the following sections. **You can choose which sections you would like to respond to and do not need to select a response for every policy.** You can find more detail about what is proposed by each policy in the LTCP document.

Which policy focus areas you would like to respond to? (You will have the option to respond to further sections upon completion). If you do not wish to comment on any policy focus areas please select 'next question'.

Skip logic will take respondents to the relevant questions based on their selection. Questions for sections not selected will automatically be skipped

- Walking and cycling
- Healthy place shaping
- Road safety
- Public transport
- Digital connectivity
- Environment, carbon and air quality
- Network, parking and congestion management
- Innovation
- Data
- Freight and logistics
- Regional connectivity and cross-boundary working
- Local connectivity
- Next question (takes to Q22)

9

Walking and Cycling

Encouraging increased levels of walking and cycling will be central to delivering our vision for travel in Oxfordshire. More people choosing to walk and cycle will improve the mental and physical health of Oxfordshire's residents and make Oxfordshire's streets more welcoming, safe and relaxing places.

Increasing walking and cycling will be a key part of reducing private car usage. Reduced private car usage is essential to achieving our ambition for a zero-carbon transport network and it will help to improve air quality, address climate change and tackle associated health and inequality issues.

This chapter outlines the high level policies that will help us to deliver increased walking and cycling. A summary of each policy is provided below.

Transport user hierarchy – Schemes will be developed, assessed and prioritised according to the transport user hierarchy. The hierarchy places walking, cycling and riding, public and shared transport above the private car.

Cycle and walking networks – We will work with stakeholders to develop attractive and comprehensive walking and cycling networks.

Local Cycling and Walking Infrastructure Plans (LCWIPs) – We will develop LCWIPs for all main urban settlements by 2025.

Strategic Active Travel Network – We will develop a Strategic Active Travel Network to identify key routes for walking and cycling between key destinations or corridors and prioritise interventions to such routes.

Greenways – We will develop Greenways across the county providing leisure commuting routes for people walking, cycling and equestrians.

Community activation – We will ensure that improvements to cycling and walking networks are supported by community activation measures that enable the whole community to benefit from these improvements.

To what extent do you support the policies set out in the ‘Walking and Cycling’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Transport user hierarchy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle and walking networks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local Cycling and Walking Infrastructure Plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strategic Active Travel Network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greenways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community activation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rural journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Walking and Cycling’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

10

Healthy place shaping

We also need to consider the wider role of how we design our urban environment to make it easy and enjoyable for people to walk and cycle, including the design and connectivity of our streets.

Designing streets that prioritise people over motor vehicles will create places where people feel welcome, safe and choose to walk and cycle. However, there is a need for a new approach to street design if these aspirations are to be met.

The 'Healthy place shaping' chapter outlines the policies that will support this new approach. A summary of each policy is provided below.

Healthy Streets Approach – We will embed the Healthy Streets Approach into relevant guidance and decision making processes. The Healthy Streets Approach provides a framework for making human health the central aspect of planning.

Health Impact Assessment – Health Impact Assessment screening or full assessments will be required for all major schemes or plans where potential health issues are likely to arise.

Guidance and standards for new development – We will embed our standards for residential developments into relevant guidance and decision making processes and work with our District and City Councils to reflect them in local planning guidance.

Low Traffic Neighbourhoods – We will support the extension of Low Traffic Neighbourhoods (LTNs). LTNs are residential areas where through motor traffic is prevented by traffic filters, whilst still allowing access for cycling and micromobility.

20-minute neighbourhoods – We will work with our District and City Councils to support and apply the 20-minute neighbourhood concept. This seeks to provide residents with relevant goods and services within a 20 minute walk.

School Streets – We will work to expand and develop our School Streets programme. A School Street is a timed road closure that restricts access for motor vehicles at school drop-off and pick-up times.

To what extent do you support the policies set out in the 'Healthy Place Shaping' chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Healthy Streets Approach	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Health Impact Assessment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guidance and standards for new development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Low Traffic Neighbourhoods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20-minute neighbourhoods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School Streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Healthy place shaping policies?’

****Upon completion takes to next section selected in Q8 or Q21****

11

Road Safety

Improving road safety remains a fundamental part of our LTCP. There has been a long term downward trend in reported collisions and injuries in the county. It is important that we continue this trend and minimise road danger for all users.

The ‘Road Safety’ chapter builds on our healthy place shaping proposals and seeks to minimise road danger. This will be key to achieving our vision and creating places where walking and cycling is the natural first choice. A summary of each policy is provided below.

Road safety – We will continue to work with partners and stakeholders to develop and implement measures that reduce the risk of collisions with a particular focus on providing safe and attractive infrastructure for vulnerable road users.

20mph zones – We will seek to expand 20mph zones and promote 20mph as the default limit for roads through residential, villages and retail areas.

Equestrians – We will consider the needs of equestrian users in roads and highways strategies and planning as well as operations.

To what extent do you support the policies set out in the ‘Road Safety’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20mph zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Road Safety’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

12

Public Transport

Encouraging an increased number of public transport trips will also be an essential part of delivering our vision. Increased public transport use will help to reduce the number of private vehicle trips and deliver air quality improvements.

We view the different modes of walking, cycling and public transport, as part of one connected system rather than as competing modes. By viewing these modes as a connected system there is an opportunity to enable multi-modal journeys and improve connectivity across the county.

Whilst we view public transport as one connected system, we have presented our policies by individual mode for simplicity. It is through a combination of these measures that we will increase public transport use in the county. A summary of each policy is provided below.

Bus strategy – This policy sets out a high-level statement of intent about our future work on buses which is underpinned by our Bus Service Improvement Plan and enhanced partnership.

Community transport – We will work with local communities, transport operators and community transport operators to develop and coordinate community transport schemes.

Park and Ride – We will continue to use our LTP4 proposals to guide ongoing Park and Ride (P&R) work on a case by case basis. This includes progressing work on potential outer P&R sites and continuing to develop bus rapid transit proposals. In the longer term we will conduct a detailed review and establish an updated strategy.

Rail strategy – 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 building on these.

Air travel and connectivity – We will support the development of public transport improvements to air travel services. We will also seek to support the county’s air travel assets and improve sustainable transport access to these.

Multi-modal travel – We will consider multi-modal travel as a central option for transport planning and will aim to achieve greater integration in the transport system.

Mobility hubs – We will support the development of mobility hubs in a range of locations and sizes in order to improve interchange opportunities, connectivity and accessibility. Mobility hubs are a recognisable place where there is a range of different shared and public transport modes.

To what extent do you support the policies set out in the ‘Public Transport’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Bus strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air travel and connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Multi-modal travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mobility hubs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Public Transport’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

13

Digital Connectivity

Reducing the need to travel will also play an important role in tackling private vehicle use and the associated negative impacts. Improving digital connectivity is one of the key ways in which we can reduce the need to travel.

Digital connectivity can help to reduce the need to travel by providing residents with the ability to work, shop and access services such as GP appointments from home. In doing so we can reduce the number of trips made by car, improving air quality for residents and creating more welcoming places for people to walk and cycle. A summary of each policy is provided below.

Digital infrastructure – We will improve digital connectivity in order to reduce the need to travel. This includes promoting fibre broadband connectivity for all new developments and supporting delivery of District Council policies.

5G – We will also improve mobile connectivity to reduce the need to travel, support emerging transport technologies and improve operation of the transport network. To do this we will work with district councils to promote proposals for the upgrading of existing or siting of new mobile infrastructure.

Remote working – 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.

To what extent do you support the policies set out in the ‘Digital connectivity’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Digital infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5G	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Remote working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Digital Connectivity’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

14

Environment, carbon and air quality

Reducing carbon emissions and improving air and environmental quality across the county is essential for the health of Oxfordshire residents. It will also help to protect our rich and varied natural and historic environment.

As part of the LTCP we have set the target to deliver a zero-carbon Oxfordshire transport network by 2040. Whilst we are aiming for walking, cycling, public and shared transport to be the natural first choice for journeys, we recognise that cars will still be a part of Oxfordshire’s transport system.

It is therefore crucial that we encourage these to be zero emission to contribute to our zero-carbon aspirations and improve health. We have included strong policies that seek to promote zero-emission vehicles before internal combustion engine (ICE) vehicles. A summary of each policy is provided below.

Embodied carbon – We will assess, manage and minimise embodied and operational carbon in transport infrastructure projects. Embodied carbon is the carbon footprint of a material.

Clean Air and Zero Emission Zones – We will continue to implement the Zero Emission Zone in Oxford city centre and will investigate Clean Air and Zero Emission Zone schemes for other parts of Oxfordshire.

Zero emission vehicles – In association with our district councils, we will integrate the Oxfordshire Electric Vehicle Infrastructure Strategy into the planning process. We will also develop a longer-term strategy and support strategies developed by our District and City councils.

Green infrastructure – We will embed the protection, maintenance and enhancement of Green Infrastructure (GI) into relevant guidance and decision-making. GI includes parks, public rights of way, roadside verges and street trees.

To what extent do you support the policies set out in the ‘Environment, carbon and air quality’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Embodied carbon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clean Air and Zero Emission Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zero emission vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Green infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Environment, carbon and air quality’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

15

Network, parking and congestion management

Oxfordshire County Council as the highway and Streetworks authority are responsible for a range of management functions. This includes working to manage congestion, highways infrastructure and on-street parking. All of these functions will play a role in helping to deliver our vision and encouraging the use of walking, cycling, public and shared transport.

Many of the policies in this document have outlined incentives to make alternatives to the private car more attractive. However, there may also be situations where it is necessary to actively discourage private vehicle use. There are various management

tools available to do this that may be needed in some parts of the county. A summary of each policy is provided below.

Network management – We will continue to undertake integrated network management to tackle congestion. We will balance the needs of all users whilst promoting and prioritising walking, cycling and public transport at every opportunity.

Asset management – To deliver a well-maintained highway network we will adopt a whole life cost approach, prioritise available using a risk-based approach and develop long-term programmes of work.

Parking management – We will ensure the parking requirements of all modes of transport are considered and will work to embed our parking guidance into relevant guidance and decision making processes. We will also take measures to reduce and restrict car parking availability.

Parking enforcement – We will maintain strategic partnerships with the District and City Councils to ensure a joined-up approach to enforcement and car parking management. We will also work to tackle pavement parking.

Demand management – Demand management measures could include traffic filters and changes to the availability of parking. Where appropriate, we will investigate demand management measures to discourage private vehicle use.

Road schemes – Where road schemes are required, we will adopt a ‘decide and provide’ approach. This approach decides on the preferred future and then provides the means to work towards that which can accommodate uncertainty. We will also assess opportunities for traffic reduction as part of any road schemes.

Smart infrastructure – We will support and deploy a range of smart infrastructure. Smart Infrastructure refers to the application of digital technology to our physical assets.

To what extent do you support the policies set out in the ‘Network, parking and congestion management’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Network management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asset management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Demand management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road schemes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Smart infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Network, parking and congestion management’ policies?

****Upon completion takes to next section selected in Q8 or Q21***

Innovation

We recognise that technology alone will not solve many of the challenges associated with transport in Oxfordshire. However, we believe technology can play a role in contributing to our ambitions and addressing some issues. It is also important to ensure our transport system is fit for the future and able to accommodate technological changes.

The 'Innovation' chapter identifies technology which will help us to make walking, cycling, public and shared transport more attractive. A summary of each policy is provided below.

Passenger micromobility – We will seek to manage, monitor and support the use of passenger micromobility. Micromobility refers to a range of small, lightweight vehicles such as e-scooters and bicycles.

Shared mobility – 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.

Connected and Autonomous Vehicles – Connected and Autonomous Vehicles (CAV) are those that can operate in a mode which is not being controlled by an individual. We will embed futureproofing for CAV deployment scenarios through the Innovation Framework.

Unmanned Aerial Vehicles – Unmanned Aerial Vehicles (UAVs), are remote-controlled aircraft or small aerial devices which do not have an on-board pilot. We will embed futureproofing for drone usage through the Innovation Framework.

Living Lab – A living lab is an open innovation ecosystem, which facilitates research and innovation processes in real-world settings. We will continue to support a living lab approach to transport innovation.

Innovation Framework – The Innovation Framework sets out a series of principles which should be applied to the integration of innovation into new development and infrastructure. We will work with our District and City councils to integrate the Innovation Framework into the planning process

To what extent do you support the policies set out in the 'Innovation' chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Passenger micromobility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shared mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connected and Autonomous Vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unmanned Aerial Vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Living Lab	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Innovation Framework	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Innovation’ policies?

Upon completion takes to next section selected in Q8 or Q21

17

Data

Transport data is closely related to many of the policies in the ‘Innovation’ chapter and also has close links to several other policies such as digital infrastructure. As with innovation, transport data in isolation will not solve many of our issues. However, it has the potential to support many of the policies outlined elsewhere and contribute to delivery of our vision. A summary of each policy is provided below.

Data – We will implement a consistent approach to gathering, using and sharing transport data, in accordance with Innovation Framework guidance.

Modelling – We have been working in partnership with a number of organisations to create a new countywide transport model, the Oxfordshire Mobility Model (OMM). We will promote the use of OMM for both developers and planners as the first option and will continue to develop OMM.

Monitoring – We will work towards creating a monitoring and evaluation methodology and tools which combine datasets and can be consistently applied to monitoring development, schemes and infrastructure.

To what extent do you support the policies set out in the ‘Data’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Data	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Modelling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monitoring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Data’ policies?

Upon completion takes to next section selected in Q8 or Q21

18

Freight and logistics

The movement of goods is another part of our transport system that requires consideration. Movement of goods is essential to supporting many aspects of our lives at both the local and national level. However, there a number of complex challenges surrounding the freight system, particularly at the local level.

The movement of goods in Heavy Goods Vehicles (HGVs) and Light Goods Vehicles (LGVs) contributes to emissions, congestion and impacts on our environment. It is therefore necessary to ensure that goods are moved in a zero-carbon, efficient and safe manor if we are to achieve our vision.

We have included high level policies focused on addressing these issues in the LTCP. More detailed information can be found in the LTCP Freight and Logistics

Strategy which has been published alongside the LTCP and has a separate set of questions. A summary of each policy in the LTCP is provided below.

Freight and Logistics Strategy – We will develop and deliver a Freight and Logistics Strategy based around the principles of appropriate movement, efficient movement, zero-tailpipe emission, zero-carbon movement, reducing local air pollutants, safe movement, monitoring movement and partnership working.

Freight Consolidation – Freight consolidation centres are operations that receive multiple small deliveries and convert them into fewer deliveries. We will work with partners to review and explore the potential for freight consolidation centres.

Cycle Freight – We will promote cycle freight to support a shift from motorised transport to bicycles. In order to achieve this, we will work with partners to share knowledge and investigate opportunities related to cycle freight.

To what extent do you support the policies set out in the ‘Freight and logistics’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Freight and Logistics Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Freight consolidation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle freight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Freight and logistics’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

19

Regional connectivity and cross-boundary working

This chapter considers regional connectivity and working with the cross-boundary partners outlined in the Oxfordshire context chapter. It is important that we consider how we work with these partners to deliver improvements that support our vision.

This chapter is also important because transport is not confined by county boundaries and we recognise that residents travel to surrounding counties for work and leisure. Working with partners will help to improve travel choices and journey experiences for these residents. A summary of each policy is provided below.

Regional connectivity and cross-boundary working – We will continue to work collaboratively with sub-national transport bodies, neighbouring local authorities, and other local stakeholders on cross-boundary issues. We will also seek to influence regional work being led by Network Rail and National Highways. In all cases our collaboration will be guided by relevant policies included in the LTCP.

To what extent do you support the policies set out in the ‘Regional connectivity and cross-boundary working’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Regional connectivity and cross-boundary working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Regional connectivity and cross-boundary working’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

20

Local Connectivity

Local connectivity is a key aspect of many resident’s everyday lives. The ease of journeys, choices available and experience of travelling all affect health, wellbeing and equality in the county.

The policies outlined in the LTCP have been identified to help to address these issues and improve local connectivity, whilst creating a healthier and more attractive Oxfordshire.

However, in addition to the high level policies outlined in the LTCP, we recognise that there is a need to create more detailed plans for specific towns, road corridors and areas. These strategies will be the main way in which the LTCP policies are developed into specific scheme proposals. A summary of each policy is provided below.

Area transport strategies – We will produce area transport strategies that align with the LTCP vision and translate the LTCP policies into schemes. Strategies will be developed for the areas outlined in the LTCP.

Transport corridor strategies – We will produce transport corridor strategies that align with the LTCP vision and translate the LTCP policies into schemes. Strategies will be developed for the A40, A420, A41, A44 and M40/A34.

Rural journeys – We will work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that improve connectivity, accessibility, and contribute to delivery of our transport vision.

To what extent do you support the policies set out in the ‘Local connectivity’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Area transport strategies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transport corridor strategies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rural journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Local connectivity’ policies

****Upon completion takes to next section selected in Q8 or Q21****

21

Routing question

If you would like to respond to any further policy focus areas, please select the relevant section or sections below (You will have the option to respond to further sections upon completion). If not, please select 'next question'.

- Walking and cycling
- Healthy place shaping
- Road safety
- Public transport
- Digital connectivity
- Environment, carbon and air quality
- Network, parking and congestion management
- Innovation
- Data
- Freight and logistics
- Regional connectivity and cross-boundary working
- Local connectivity
- Next question

22

Routing question

In support of the LTCP we commissioned the specialist consultants AECOM to conduct an Integrated Sustainability Appraisal (ISA). The ISA has subjected the LTCP to a series of health, environmental and equalities assessments.

Do you wish to provide feedback on the Integrated Sustainability Appraisal?

Yes (takes to Q23)	<input type="checkbox"/>
No (takes to Q24)	<input type="checkbox"/>

23

Integrated Sustainability Appraisal

The ISA was conducted to ensure that the LTCP approach protects the environment, human health and allows equal access for all residents. The assessments conducted include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA).

Do you have any comments on the appraisal findings presented in the ISA Report which accompanies the consultation version of the LTCP?

24

About You

We are keen to understand more about the people responding to this consultation. If you are responding as someone who travels in and around Oxfordshire could you please share some information about yourself by answering the following questions. If you do not want to provide any of this information, please select prefer not to say.

Please say whether you are:

- an Oxfordshire resident
- a member of the public living elsewhere who travels to Oxfordshire
- a parish meeting representative, parish councillor or town councillor
- a county council employee
- a county councillor
- a district or city councillor
- a representative of a group or organisation
- a representative of a business
- Other

If other, please provide details:

Routing

- *If selected 'a county councillor' or 'a district or city councillor' takes to Q25*
- *If selected 'a representative of a group or organisation' or 'a representative of a business' takes to Q26*
- *If selected any other response takes to Q27*

25

If you are responding as a councillor, please provide your name and the area(s) you represent

26

If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation

27

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

- Cherwell
- South Oxfordshire
- Vale of White Horse
- West Oxfordshire
- Oxford City
- I don't live in Oxfordshire

If you live outside Oxfordshire please enter where you live in the box below

28

What is your age?

- Under 16
- 16-24

- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- Over 85
- Prefer not to say

29

Are you...?

- Male
- Female
- Other
- Prefer not to say

30

What is your ethnic group?

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- White (British, Irish, Scottish or any other white background)
- Prefer not to say
- Other ethnic group (please specify)

31

Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

- Yes - limited a lot
- Yes - limited a little
- No
- Prefer not to say

32

How did you find out about this consultation?

(Please tick all that apply)

- Facebook
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Email from Oxfordshire county council

- Local news item (newspaper, online, radio, tv)
- Oxfordshire county councillor
- Parish or town council
- Local community group/organisation
- Friend/relative
- Other

If other, please provide details:

Your data

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. If you would like to know more about the council's data protection registration or to view Oxfordshire County Council's privacy notice please visit our website: www.oxfordshire.gov.uk - search privacy notice.

Thank you for taking the time to answer these questions

Active and Healthy Travel Strategy Questionnaire

The Active and Healthy Travel Strategy (AHTS) has been produced to support the LTCP. The AHTS provides more detail about walking and cycling. It sets out Oxfordshire County Council's policies and plans over the next 10 years from 2022 to 2031 to make active travel the natural first choice for its residents for short journeys.

The AHTS is in 2 sections – the first concentrating on cycling and the second on walking. It proposes a vision for both cycling and walking and includes cycling targets. The AHTS contains both policies and actions to achieve the targets.

The AHTS covers a range of issues and areas. We recognise this and have attempted to make it easy to navigate. We have provided a summary of relevant information in each question of this questionnaire. If you are interested in further detail, you can use the contents table to navigate to the relevant section of the strategy.

You do not have to answer all the questions. We have made most questions in this questionnaire optional so that you can focus on those that are most relevant to you.

Q1

Vision

We have developed an active travel vision to guide the strategy. The active travel vision supports the LTCP vision of supporting clean growth, tackling inequality and promoting better health, well-being and inclusivity.

“Oxfordshire towns and villages will be places where most residents choose active and healthy travel (walking and cycling) as the natural first choice for making most of their local journeys and many of their longer journeys in tandem with train and bus. Oxford will become a world class cycling city where cycling is celebrated and open to everybody, regardless of age, background or cycling experience”.

To what extent do you support the vision?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the vision?

Q2

Cycling targets

In support of the headline targets in the LTCP, we have developed further targets for individual transport modes as part of the relevant supporting strategies. These will provide more detail about how we will achieve the headline targets. As part of the AHTS we have developed the following cycling targets:

County-wide cycling target

By 2031 our target is to:

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

Town and district cycle targets

Targets and monitoring will be set for each LCWIP town and for each district in support of the county-wide target. Our existing and interim targets for LCWIP towns and districts are to increase the number of cycle trips per week from:

- 300,000 to 450,000 in Oxford (LCWIP target).
- 20,000 to 60,000 in Bicester (LCWIP target).
- 55,000 to 100,000 in the rest of Cherwell (interim target).
- 50,000 to 100,000 in West Oxfordshire (interim target).
- 75,000 to 150,000 in the Vale of White Horse (interim target).
- 75,000 to 150,000 in South Oxfordshire (interim target).

To what extent do you agree with the targets?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
County-wide target	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Town and district targets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the targets?

Q3

Cycling targets actions

Building on the cycling targets outlined previously, we have also proposed two actions. These outline how we plan to monitor and refine the targets moving forward. The actions are summarised below.

Action 1 – Town LCWIPs will establish local targets in line with AHTS targets and measures to monitor the targets at town level.

Action 2 – We will report on progress towards targets each year.

To what extent do you support the actions set out in the ‘Vision and targets’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions?

Q4

Routing question

The majority of the AHTS sets out the policies and actions required to achieve the targets and increase walking and cycling in Oxfordshire. The document is structured around five broad factors which are crucial in promoting and increasing cycling:

1. Council commitment
2. An urban cycle network
3. Traffic management
4. A cycling culture
5. A compact urban realm

A set of policies and actions is included for all factors to demonstrate how we will deliver them. We have summarised the AHTS policies and actions in the following sections. **You can choose which sections you would like to respond to and do not need to select a response for every policy/action.** You can find more detail about what is proposed by each policy or action in the AHTS document.

Which sections you would like to respond to? (You will have the option to respond to further sections upon completion). If you do not wish to comment on any sections select 'next question'.

Skip logic will take respondents to the relevant questions based on their selection. Questions for sections not selected will automatically be skipped

- Commitment and governance
- Cycle network
- Managing car use
- Cycling culture
- Urban realm
- Designing for walking
- Next question (takes to Q12)

Q5

Commitment and governance

The actions that the council take are key to whether active travel is successfully supported and cycling increased. The evidence is that where a council is serious about cycling and willing to take the bold decisions necessary to promote cycling and manage car use over approximately 10 years, an increase in cycling will result.

In order to achieve this the chapter addresses three key areas which are supported by policies and actions. These key areas are mainstreaming cycling within the council, embedding the policies in other policy documents and using the Commitment to Active Travel (CAT) scale. A summary of each policy/action is provided below.

Action 3 – We will develop a framework to monitor and report to Active Travel Programme Board on progress in mainstreaming cycling.

Action 4 – We will develop processes and guidance to ensure that all teams are aware of best practice.

Action 5 – We will arrange visits for key Councillors and Officers to understand and experience best practice delivery first-hand.

Action 6 – We will organise or undertake training programmes for other teams.

Action 7 – We will work with internal teams, other councils and external agencies to ensure that AHTS policies are embedded in all relevant policies

Action 8 – We will set up SMART (Specific, Measurable, Achievable, Relevant and Timed) targets to ensure that AHTS actions and policies are being implemented.

Action 9 – We will review, report on and update AHTS policies on a yearly basis in the light of progress and new evidence.

Policy 1 – Active Travel proposals, schemes and designs will be evaluated against the commitment to active travel (CAT) scale.

Policy 2 – As cycling levels increase locally over the AHTS period, it will be expected that schemes will become more ambitious on the CAT scale.

To what extent do you support the policies and actions set out in the ‘Commitment and governance’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Commitment and governance’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q6

Cycle network

Creating a cycling culture means creating an urban environment which supports and encourages cycling. In order to do this we will need appropriate policies and actions in a range of key areas. These key areas and a summary of their supporting policies/actions is provided below.

Design standards

Action 10 – We will develop updated Oxfordshire Cycle Design Standards (OCDS) to meet the needs of Oxfordshire cyclists in line with LTN 1/20 and OxCRAM.

Policy 3 – All new active travel schemes will be designed according to the updated Oxfordshire Cycle Design Standards (OCDS) and Healthy Streets standards.

Policy 4 – Where OCDS standards cannot be met, teams will submit a Departure from Cycle Standards form and consult with the council's Active Travel Hub for a viable solution in line with all the 5 core cycle design principles.

Core Cycle Design Principles (CCDPs)

Action 11 – We will develop a checklist of criteria in line with the 5 core cycle design principles as part of the OCDS for designers to evaluate their schemes.

Policy 5 – 5 CCDPs will be used, together with a Health Impact Assessment of proposed network improvements, to evaluate schemes.

Urban cycle networks

Policy 6 – We will develop LCWIPs for all main urban settlements (over 10,000 inhabitants) by 2025.

Policy 7 – All routes should be designed to the cycle design standards of the LCWIP target flows, not the current cycle flows.

Prioritising cycle infrastructure (OxCRAM)

Policy 8 – We will plan networks and design routes that will maximise the attractiveness to both confident and cautious cyclists according.

Policy 9 – We will use OxCRAM as an audit and review process for new and existing infrastructure.

Policy 10 – For major schemes an independent expert reviewer will be employed to review plans at the early design stage.

Policy 11 – Cycle routes will be improved to a consistent OxCRAM standard over their whole length (in line with the preferences of confident or cautious cyclists).

Policy 12 – Generally, where there is competition for funding, network improvements will be prioritised over individual route improvements.

Dual choice network

Policy 13 – Where it is impossible to design adequately for both confident and cautious cyclists, a dual choice network should be introduced allowing cyclists to choose the type of route they want to cycle on.

Policy 14 – It is essential that the needs of confident cyclists are adequately met in support of LCWIP cycling targets.

Cycle Streets

Policy 15 – We will introduce cycle streets as part town-wide cycle networks to provide high quality continuous cycle routes for cautious cyclists (Quietways).

Policy 16 – We will use modal filters and other design features to make cycle streets meet CCDPs and 7+ OxCRAM design criteria.

The importance of providing for existing cyclists

Policy 17 – We will prioritise and concentrate on measures that increase the number of frequent cyclists in the short term.

People versus journeys

Policy 18 – We will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures.

Stakeholders

Policy 19 – We will work closely with and seek the views of stakeholders when developing and improving the active travel network in line with AHTS.

Policy 20 – We will work closely with stakeholders using co-production methods to develop and improve cycle and walking designs of new infrastructure.

Strategic Active Travel Network

Policy 21 – We will develop an Oxfordshire-wide strategic active travel network.

To what extent do you support the policies and actions set out in the ‘Cycle network’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Design standards					
Action 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Core Cycle Design Principles (CCDPs)					
Action 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Urban cycle networks					
Policy 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritising cycle infrastructure (OxCRAM)					
Policy 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dual choice network					
Policy 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle streets					
Policy 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The importance of providing for existing cyclists					
Policy 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
People versus journeys					
Policy 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stakeholders					
Policy 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Policy 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strategic active travel network					
Policy 21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Cycle network’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q7

Managing car use

The main competitor for cycling over the distance between 1 mile and 5 miles is car use. To promote cycling it is essential that cycling is given a realistic competitive advantage over car use. AHTS policy is for a fairer distribution of benefits, so that cycling replaces the car as the usual way of linking residents to urban facilities – such as shopping, visiting town centres, seeing friends and such like.

In order to do this we will need appropriate policies and actions in a range of key areas. These key areas and a summary of their supporting policies/actions is provided below.

Traffic management measures by CAT scale

Policy 22 – We will pursue traffic management schemes in accordance with proposed LCWIP targets and mode shift targets as shown by the CAT scale

Policy 23 – We will assess the negative and positive impact on cycling and walking in any traffic scheme or proposal to ensure that they support the active travel targets.

Policy 24 – In tandem with District Councils we will seek powers to implement traffic management measures in support of active travel targets.

Low Traffic Neighbourhoods (LTNs) and modal filters

Policy 25 – In developing LCWIP cycle networks, we will identify where LTNs can be created or improved to provide safe areas for cycling and walking.

Traffic speed

Policy 26 – We will introduce 20 mph speed limits in all urban areas in Oxfordshire as a way of promoting cycling.

Policy 27 – We will assess and reduce and enforce speeds in villages in response to local demands in support of cycling and walking.

Policy 28 – We will assess and reduce traffic speeds along rural lanes and roads as a way of encouraging more cycling.

Policy 29 – We will introduce traffic calming or Average Speed Cameras in urban areas.

Parking

Policy 30 – As part of developing LCWIPs and in LTCP area strategies, we will assess measures to restrict private car parking.

Cycle parking

Action 12 – As part of the Oxfordshire Cycle Design Standards, we will develop cycle parking standards and guidelines as a guide for District Councils and planning.

Policy 31 – We will work with district authorities to introduce best practice cycle parking policies.

Policy 32 – We will work with businesses, train operating companies, shops and leisure facilities to provide high quality cycle parking.

Policy 33 – We will ensure that we provide high quality cycle parking at all of our own premises such as libraries.

To what extent do you support the policies and actions set out in the ‘Managing car use’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Traffic management measures by CAT scale					
Policy 22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Low Traffic Neighbourhoods (LTNs) and modal filters					
Policy 25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic speed					
Policy 26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 29	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking					
Policy 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle parking					
Action 12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 32	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Managing car use’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q8

Cycling culture

The barriers to more cycling are mostly “normative” i.e. they represent an individuals’ ideas of whether cycling is an acceptable mode of travel for themselves in terms of the prevailing culture. Social norms are mainly formed by what other people do. This

helps to explain why “critical mass” of cyclists is effective in sustaining and increasing cycling.

In low cycling areas there is a “chicken and egg” dilemma with very few cyclists and therefore no visible cycling culture, which helps explain why it is such a challenge to increase cycling.

We propose tackling this and developing a cycling culture in a number of ways. These key areas and a summary of their supporting policies/actions is provided below.

Triggers

Policy 34 – We will support transformative changes to the highway environment to kickstart levels of cycling and walking.

Active Travel Activation (ATA)

Policy 35 – We will continue to develop our ATA programme to support the AHTS targets to increase walking and cycling in line with best practice.

Policy 36 – We will ensure that local cycling and walking activation plans are developed in conjunction with the development of LCWIPs.

Children and schools

Policy 37 – We will encourage active travel to schools in a number of ways such as encouraging schools to provide adequate cycle parking and reviewing and improving cycle routes to school.

Policy 38 – In partnership with district authorities we will seek to ensure there are safe places for young children to learn to cycle.

Health benefits of cycling compared to risk

Policy 39 – We will promote the significant benefits of everyday cycling and walking to health and wellbeing.

Assessing the real risks of cycling

Policy 40 – We will produce an annual report and analysis of cyclist and pedestrian casualties to monitor the trend in STATS 19 casualty data.

Policy 41 – We will analyse the safety impacts of new and different infrastructure particularly innovative infrastructure to assess the safety impacts.

Policy 42 – We will undertake measures to reduce all cyclist and pedestrian casualties, including those not reported to the Police.

Maintenance

Policy 43 – We will set up a maintenance regime to ensure that the cycle route surfaces are smooth, well-drained and safe.

Policy 44 – We will prioritise maintenance of cycle routes to ensure high quality surfacing to minimise accident risk.

Policy 45 – We will liaise internally and with cycling stakeholders to make sure that future maintenance schemes likely to affect cycling are adequately assessed.

Policy 46 – Where there are road closures or restrictions, every opportunity will be taken to see whether active travel can be exempted and thereby encouraged.

Disability, different types of cycles and barriers

Policy 47 – We will design all new and review all cycle routes to be accessible to most types of cycles.

Policy 48 – We will ensure that the needs of disabled cyclists are recognised in design, particularly of Quietways and access to cycle parking.

To what extent do you support the policies and actions set out in the ‘Cycling culture’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Triggers					
Policy 34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Active Travel Activation (ATA)					
Policy 35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 36	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Children and schools					
Policy 37	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Health benefits of cycling compared to risk					
Policy 39	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessing the real risks of cycling					
Policy 40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 41	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintenance					
Policy 43	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 44	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 45	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 46	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability, different types of cycles and barriers					
Policy 47	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 48	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Managing car use’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q9

Urban realm

Walking is the mainstay of urban areas. Many of the policies set out under the cycling section also apply to walking. Council commitment, creating a walking network, and managing traffic are all important.

Community activation measures to encourage people who are inactive to walk a little every day is important to improve their physical health and mental wellbeing. Strengthening and widening the existing culture of walking is also crucial.

This section looks at the other key element – a compact urban realm that encourages active travel (walking and cycling). The ways we plan to do this and the supporting policies/actions are summarised below.

20-minute neighbourhoods and towns

Policy 49 – We will develop a 20-minute neighbourhood and town audit process and assess the accessibility of neighbourhoods.

Policy 50 – We will audit and improve the key routes within the 20-minute neighbourhood.

Policy 51 – With the support of the districts we will support the provision of essential facilities within the 20-minute neighbourhood.

Policy 52 – New developments will be audited and designed in support of the 20-minute neighbourhood concept.

Town walking networks

Action 13 – LCWIPs will identify a town-wide strategic and neighbourhood walking networks in tandem with the cycling network.

Policy 53 – Funding for improvements will be focused on the town-wide walking network, particularly on routes into town centres and key destinations.

Policy 54 – Walking improvements will conform to the updated Oxfordshire Walking Design Standards (OWDS) and Healthy Street Standards.

Quality Pedestrian Corridors (QPCs)

Action 14 – We will assess the feasibility of QPCs for all main radials within 2 km of town centres and 1 km of local shopping areas, as well as main pedestrian corridors in town centres.

Priority for improvements

Action 15 – We will transform the pedestrian and cyclist experience from the train station to the town centre.

Action 16 – We will review the routes to retail parks, business parks and large supermarkets to provide better walking and cycling access.

Action 17 – We will work with districts and businesses to improve the experience of pedestrians in suburban and local shopping centres.

Action 18 – We will review the most important routes to the centres within half a mile (1 km) to ensure that they provide adequately for walkers of all abilities.

Town centres

Action 19 – We will measure footfall in county town centres and other suburban centre as a measure of the retail health.

Action 20 – We will concentrate on ensuring that conditions for pedestrians in town centres are a priority for investment.

Villages and the rural network

Policy 55 – We will undertake a review and audit of walking in all villages in Oxfordshire.

Policy 56 – We will introduce footways along main streets in villages wherever there are opportunities.

Policy 57 – We will support the reduction of speed limits in villages so that 20mph or 30mph is the default maximum speed limit.

Policy 58 – We will introduce rural traffic calming measures and speed enforcement, to enhance the character and attractiveness of villages.

Policy 59 – We will introduce measures to reduce traffic through villages by network management.

Policy 60 – We will seek to link villages for walking and cycling as part of the Strategic Active Travel Network, using wayfinding to promote safe, attractive routes.

To what extent do you support the policies and actions set out in the ‘Urban realm’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
20-minute neighbourhoods and towns					
Policy 49	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 50	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 51	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 52	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Town walking networks					
Action 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 53	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 54	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality Pedestrian Corridors (QPCs)					
Action 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Priority for improvements					
Action 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Town centres					
Action 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Villages and the rural network					
Policy 55	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 56	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 57	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 58	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 59	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 60	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Urban realm’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q10

Designing for walking

The same 5 core design principles also apply to walking as cycling but adapted to the shorter distances. How they are measured and manifested is however typically quite different.

This section sets out we will apply the core design principles for walking and account for the differences. The ways we plan to do this and the supporting policies/actions are summarised below.

Auditing the existing walking network

Action 21 – We will devise a Healthy Place Shaping Audit (HSPA) system to assess the quality of streets for audit and review in liaison with colleagues in Public Health.

Action 22 – The HPSA and Core Walking Design Principles will be included in the Oxfordshire Walking Design Standards and used to review existing infrastructure.

Action 23 – We will undertake a survey of pedestrians to better understand pedestrian problems, priorities and preferences.

Oxfordshire Walking Design Standards (OWDS)

Action 24 – We will update the Oxfordshire Walking Design Standards (OWDS) to set out the ambitions to make walking central to local travel in Oxfordshire.

Policy 61 – All new active travel schemes will be designed according to the updated OWDS.

Policy 62 – Where OWDS standards cannot be met, teams will submit a Departure from Walking Standards form and consult with the Active Travel Hub for a viable solution in line with all the five core walking design principles.

Crossings

Policy 63 – We will consider the crossing needs of pedestrians on main roads to minimise delay or diversion and to satisfy existing or potential flows.

Policy 64 – Zebra crossings will be the default option where there is a need for a pedestrian crossing in urban areas along main roads.

Policy 65 – We will review the timings of existing free-standing signalised crossings to respond without delay when called.

Policy 66 – We will install pedestrian phases on all arms of signalised junctions where there is a significant pedestrian demand.

Policy 67 – We will install Zebra crossings on all arms of urban roundabouts where there is a significant pedestrian demand.

Policy 68 – We will review all bus stops on main roads to ensure there is a nearby convenient crossing.

Policy 69 – The need for community cohesion and people to cross streets will be considered on both main and residential roads.

Side roads

Policy 70 – Wherever possible and funding is available, OCC will improve existing side road entries.

Pavement parking

Policy 71 – We will support enforcement to ensure that all footways (pavements) are clear of pavement parking, except where legally marked out.

Policy 72 – With support of district authorities we will apply for the powers to enforce pavement parking e.g. decriminalised parking enforcement.

Policy 73 – We will take measures to reduce parking pressures on road space which result in pavement parking by introducing parking enforcement.

To what extent do you support the policies and actions set out in the ‘Designing for walking’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Auditing the existing walking network					
Action 21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Oxfordshire Walking Design Standards (OWDS)					
Action 64	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 61	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 62	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crossings					
Policy 63	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 64	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 65	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 66	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Policy 67	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 68	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 69	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Side roads					
Policy 70	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pavement parking					
Policy 71	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 72	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Policy 73	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Designing for walking’ policies and actions?

****Upon completion takes to next section selected in Q4 or Q11****

Q11

Routing question

If you would like to respond to any another sections, please select them below (You will have the option to respond to further sections upon completion). If not, please select ‘next question’.

- Commitment and governance
- Cycle network
- Managing car use
- Cycling culture
- Urban realm
- Designing for walking
- Next question

Q12

Do you have any other comments on the Active and Healthy Travel Strategy?

Q13

Local Cycling and Walking Infrastructure Plans

Local Cycling and Walking Infrastructure Plans (LCWIPs) are strategic policy documents that identify improvements to walking and cycling infrastructure at the local level. They enable a long-term approach (normally over a 10-year period) to prioritising interventions.

We developed LCWIPs for Oxford and Bicester, both of which were approved by cabinet in 2020. We are now seeking any feedback on the documents as part of the wider LTCP consultation, ahead of updating them in 2022.

Do you have any comments on either the Oxford or Bicester LCWIP?

Q14

About You

We are keen to understand more about the people responding to this consultation. If you are responding as someone who travels in and around Oxfordshire could you please share some information about yourself by answering the following questions.

If you do not want to provide any of this information, please select prefer not to say.

Please say whether you are:

- an Oxfordshire resident
- a member of the public living elsewhere who travels to Oxfordshire
- a parish meeting representative, parish councillor or town councillor
- a county council employee
- a county councillor
- a district or city councillor
- a representative of a group or organisation
- a representative of a business
- Other

If other, please provide details:

Routing

- *If selected 'a county councillor' or 'a district or city councillor' takes to Q14*
- *If selected 'a representative of a group or organisation' or 'a representative of a business' takes to Q15*
- *If selected any other response takes to Q16*

Q15

If you are responding as a councillor, please provide your name and the area(s) you represent

Q16

If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation

Q17

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

- Cherwell
- South Oxfordshire
- Vale of White Horse
- West Oxfordshire
- Oxford City
- I don't live in Oxfordshire

If you live outside Oxfordshire please enter where you live in the box below

Q18

What is your age?

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54

- 55-64
- 65-74
- 75-84
- Over 85
- Prefer not to say

Q19

Are you...?

- Male
- Female
- Other
- Prefer not to say

Q20

What is your ethnic group?

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- White (British, Irish, Scottish or any other white background)
- Prefer not to say
- Other ethnic group (please specify)

Q21

Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

- Yes - limited a lot
- Yes - limited a little
- No
- Prefer not to say

Q22

How did you find out about this consultation?

(Please tick all that apply)

- Facebook
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Email from Oxfordshire county council
- Local news item (newspaper, online, radio, tv)

- Oxfordshire county councillor
- Parish or town council
- Local community group/organisation
- Friend/relative
- Other

If other, please provide details:

Your data

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. If you would like to know more about the council's data protection registration or to view Oxfordshire County Council's privacy notice please visit our website: www.oxfordshire.gov.uk - search privacy notice.

Thank you for taking the time to answer these questions.

Freight and Logistics Strategy Questionnaire

The Freight and Logistics Strategy has been produced to build on the high level principles in the LTCP. It addresses some of the challenges associated with the movement of goods and includes more detail about the proposed actions required to deliver our aspirations for the movement of goods in Oxfordshire.

The Freight and Logistics Strategy covers a range of issues and areas. We recognise this and have attempted to make it easy to navigate. You can read a clear, high level summary of our key messages and actions in the executive summary. If you are interested in further detail, you can use the contents table to navigate to the relevant section of the strategy.

You do not have to answer all the questions. We have made most questions in this questionnaire optional so that you can focus on those that are most relevant to you.

Q1

Key principles

We have analysed the trends and issues associated with the movement of goods in order to develop our strategy. Based on our analysis, we have identified a set of key principles which the strategy is structured around.

Our key principles are:

- Appropriate movement
- Efficient movement
- Zero-tailpipe emission, zero-carbon movement
- Reducing local air pollutants
- Safe movement
- Monitoring movement
- Partnership working

To what extent do you agree with the key principles?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
Appropriate movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Efficient movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zero-carbon movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing local air pollutants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monitoring movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Partnership working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the key principles?

Q2

Actions

Each key principle has its own chapter to outline why it is important, key considerations and the actions we believe are required to deliver it.

We have summarised all of the Freight and Logistics Strategy actions in the following sections. **You can choose which sections you would like to respond to and do not need to select a response for every action.** You can find more detail about what is proposed by each action in the Freight and Logistics Strategy document.

Which sections you would like to respond to? (You will have the option to respond to further sections upon completion). If you do not wish to comment on any actions select 'next question'.

Skip logic will take respondents to the relevant questions based on their selection. Questions for sections not selected will automatically be skipped

- Appropriate movement
- Efficient movement
- Zero-tailpipe emission, zero-carbon movement
- Reducing local air pollutants
- Safe movement
- Monitoring movement
- Partnership working
- Next question (takes to Q11)

Q3

Appropriate movement

Within Oxfordshire there are issues with Heavy Goods Vehicles (HGVs) passing through our towns and villages on inappropriate roads. Inappropriate movement impacts on our historic environment, poses a road safety risk to people walking and cycling and has negative impacts on freight operators.

Increasingly there are also issues with inappropriate last-mile freight delivery. The rise of internet shopping has led to the growth of Light Goods Vehicles (LGVs) traffic on local roads. We have also seen issues with inappropriate parking of both LGVs and motorcycle food delivery services.

This chapter sets out the actions we believe are required to address these issues and encourage the appropriate movement of goods in Oxfordshire. A summary of each action is provided below.

Reducing the need to travel

Action 1 – Promote considerations about reducing the need for freight movement

HGV route map

Action 2 – Develop appropriate HGV route map

Action 3 – Create a map of existing weight restrictions

Action 4 – Conduct review of road classifications

Action 5 – Promotion of HGV route map

Encouraging use of HGV routes

Action 6 – Establish a clear process for how any action to address inappropriate HGV movement is decided and funded

Action 7 – Develop more detailed guidance for inappropriate HGV movement action request process

Action 8 – Consider the establishment of area based weight restrictions

Enforcement

Action 9 – Lobby for enforcement of moving traffic offences under Traffic Management Act Part 6

Action 10 – Explore implementation of road user charging schemes to reduce commercial vehicle flows, emissions, and encourage use of the appropriate routes

Action 11 – Explore technology to aid enforcement

Action 12 – Review best practice

Influencing new development

Action 13 – Seek to influence the location and design of new development

Action 14 – Ask developers of major sites to prepare Construction Logistics Plans

To what extent do you support the actions proposed in the ‘Appropriate movement’ chapter?

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 9	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions in the ‘Appropriate movement’ chapter?

****Upon completion takes to next section selected in Q2 or Q10****

Q4

Efficient movement

It is important that goods can move efficiently through Oxfordshire to support the economy and meet resident's needs. Efficient movement will also support local businesses, help attract new businesses and facilitate economic growth.

However, efficient goods movement must support the LTCP vision and help to create healthy, attractive environments for people. In line with the LTCP transport user hierarchy, we will focus on prioritising walking, cycling, public and shared transport before other modes.

Prioritising these modes will help to deliver a more efficient transport network for all users, including the freight industry. We will also take some specific freight related measures to ensure the efficient movement of goods. A summary of each action is provided below.

Alternative modes

Action 15 – Monitor the use of water freight

Action 16 – Promote rail freight

Action 17 – Support the provision of strategic rail freight interchanges

Action 18 – Work with stakeholders to increase rail network capacity

Network management

Action 19 – Enhance network management

Action 20 – Improve data gathering and usage

Action 21 – Improve data sharing

Parking facilities

Action 22 – Review current rest stops and lorry parking facilities

Action 23 – Promote the creation of rest stops and lorry park facilities

Technology

Action 24 – Support the development and trialling of drone technology

Action 25 – Monitor truck platooning progress and opportunities

Action 26 – Consider future technology requirements

To what extent do you support the actions proposed in the 'Efficient movement' chapter?

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 16	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 17	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 19	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 21	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 22	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Action 25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions in the ‘Efficient movement’ chapter?

****Upon completion takes to next section selected in Q2 or Q10****

Q5

Zero-tailpipe emission, zero-carbon movement

Improving air and environmental quality across the county is essential to improving the health of Oxfordshire residents. It will also help to protect our rich and varied natural and historic environment.

In Oxfordshire transport is responsible for a larger proportion of greenhouse gas emissions than the national average, producing approximately 36% of all emissions in the county.

As part of the LTCP, we have set the target for delivering a zero-carbon transport system by 2040. In order to deliver this target, goods in Oxfordshire will also need to be moved by zero-carbon means.

The decarbonisation of freight is an issue beyond the control of the county council. It will require working at all levels from local through to international, to provide the necessary legislation and technology. However, there are steps that we can take at the local level to help support this shift. A summary of each action we propose to take is provided below.

Vehicle refuelling requirements

Action 27 – Support BEV charging infrastructure requirements

Action 28 – Monitor alternative HGV fuel requirements and options

Action 29 – Strategically locate refuelling infrastructure

Action 30 – Monitor electrified road systems study

Cycle freight

Action 31 – Promote cycle freight in Oxford

Action 32 – Promote cycle freight across Oxfordshire

To what extent do you support the actions proposed in the ‘Zero-tailpipe emission, zero-carbon movement’ chapter?

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 29	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 32	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions in the ‘Zero-tailpipe emission, zero-carbon movement’ chapter?

Upon completion takes to next section selected in Q2 or Q10

Q6

Reducing local air pollutants

Reducing local air pollutants is a different issue with potentially different solutions from moving to zero-carbon transport. For local air pollution we need to consider exhaust and non-exhaust emissions.

Air pollution is a mix of particles and gases of both natural and human origin. The main components of urban air pollution are particulate matter (PM) and nitrogen oxides (NOx). Road transport is the largest source of NOx and fourth largest source of PM57. Currently, there is no clear evidence of a safe level of exposure.

Oxfordshire’s air pollution comes from a variety of sources, and the mix of sources varies by location. Nationally, HGVs and LGVs produce 35% of road transport emissions. Action is required to address this contribution to air pollutants. A summary of each action we propose to take is provided below.

Clean Air and Zero Emission Zones

Action 33 – Engagement around CAZs and ZEZs

Consolidation Centres

Action 34 – Freight consolidation feasibility study

Action 35 – Safeguard land for freight consolidation

To what extent do you support the actions proposed in the ‘Reducing local air pollutants’ chapter?

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 33	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions in the ‘Reducing local air pollutants’ chapter?

Upon completion takes to next section selected in Q2 or Q10

Q7

Safe movement

As part of the LTCP, we are committed to improving road safety for all road users. This includes freight and logistics vehicles and we will work with freight operators to improve road safety.

Our overarching approach outlined in the LTCP will prioritise people walking and cycling over other modes. This approach will naturally help to reduce conflicts between freight vehicles and those walking and cycling, improving road safety.

However, there may also be specific road safety issues associated with freight vehicles that need to be addressed within local communities or on our appropriate HGV routes. A summary of each action we propose to take is provided below.

Reducing conflict with people

Action 36 – Reduce conflicts between freight vehicles and people

Education

Action 37 – Promote road safety education resources and campaigns

Speed management

Action 38 – Support expansion of 20mph speed limits

Food delivery riders

Action 39 – Establish a code of conduct with food delivery operators

To what extent do you support the actions proposed in the ‘Safe movement’ chapter?

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 36	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 37	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 39	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions in the ‘Safe movement’ chapter?

****Upon completion takes to next section selected in Q2 or Q10****

Q8

Monitoring movement

We also want to improve our monitoring to improve the understanding of goods movement in the county. This data can be used to make improvements and inform the development of future solutions. Similarly, evaluating schemes helps to identify lessons learned to guide future work.

As outlined in the LTCP, there are currently a number of issues associated with monitoring and evaluation. These issues are particularly pronounced when it comes to freight. Owing to the commercial and complex nature of the freight system it is challenging for us to collect data about patterns of movement.

The monitoring policy in the LTCP and the actions outlined above, will help to improve our monitoring of freight movement. There are also freight specific data and

monitoring considerations that need to be addressed. A summary of each action we propose to take is provided below.

Monitoring movement

Action 40 – Delivery of the LTCP monitoring policy

Action 41 – Analyse HGV data by axles and weight

Action 42 – Analysis of freight data

Action 43 – Monitoring of freight schemes

To what extent do you support the actions proposed in the ‘Monitoring movement’ chapter?

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 40	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 41	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 43	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions in the ‘Monitoring movement’ chapter?

****Upon completion takes to next section selected in Q2 or Q10****

Q9

Partnership working

The freight system is complex and much of it is beyond the county council’s control. It is therefore important that we work with partners to influence areas beyond the council’s control.

Partnership working and the involvement of the whole supply chain will be essential to delivering the Freight and Logistics strategy, making more efficient use of Oxfordshire’s roads and minimising the impact of freight on the county. We will work in partnership with operators, businesses, public sector organisations and our District and City councils to deliver the strategy and our long-term ambitions.

Many of the actions in this section underpin the aspirations outlined in the previous sections. We have specifically included them in this section to reflect the importance of partnership working if we are to deliver this strategy. A summary of each action we propose to take is provided below.

Engagement and cocreation

Action 44 – Engagement, cocreation and problem solving

Action 45 – Cross boundary working

Action 46 – Explore establishment of freight steering group

Action 47 – Work with stakeholders to reschedule journey times

Lobby central government

Action 48 – Work with stakeholders to encourage alternatives to road freight

To what extent do you support the actions proposed in the ‘Partnership working’ chapter?

Chapter	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Action 44	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 45	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 46	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 47	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Action 48	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the actions in the ‘Partnership working’ chapter?

****Upon completion takes to next section selected in Q2 or Q10****

Q10

Routing question

If you would like to respond to any another sections, please select them below (You will have the option to respond to further sections upon completion). If not, please select ‘next question’.

- Appropriate movement
- Efficient movement
- Zero-tailpipe emission, zero-carbon movement
- Reducing local air pollutants
- Safe movement
- Monitoring movement
- Partnership working
- Next question

Q11

Do you have any further comments on the Freight and Logistics Strategy?

Q12

About You

We are keen to understand more about the people responding to this consultation. If you are responding as someone who travels in and around Oxfordshire could you please share some information about yourself by answering the following questions. If you do not want to provide any of this information, please select prefer not to say.

Please say whether you are:

- an Oxfordshire resident
- a member of the public living elsewhere who travels to Oxfordshire
- a parish meeting representative, parish councillor or town councillor
- a county council employee
- a county councillor
- a district or city councillor

- a representative of a group or organisation
- a representative of a business
- Other

If other, please provide details:

Routing

- *If selected 'a county councillor' or 'a district or city councillor' takes to Q13*
- *If selected 'a representative of a group or organisation' or 'a representative of a business' takes to Q14*
- *If selected any other response takes to Q15*

Q13

If you are responding as a councillor, please provide your name and the area(s) you represent

Q14

If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation

Q15

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

- Cherwell
- South Oxfordshire
- Vale of White Horse
- West Oxfordshire
- Oxford City
- I don't live in Oxfordshire

If you live outside Oxfordshire please enter where you live in the box below

Q16

What is your age?

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- Over 85
- Prefer not to say

Q17

Are you...?

- Male
- Female

- Other
- Prefer not to say

Q18

What is your ethnic group?

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- White (British, Irish, Scottish or any other white background)
- Prefer not to say
- Other ethnic group (please specify)

Q19

Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

- Yes - limited a lot
- Yes - limited a little
- No
- Prefer not to say

Q20

How did you find out about this consultation?

(Please tick all that apply)

- Facebook
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Email from Oxfordshire county council
- Local news item (newspaper, online, radio, tv)
- Oxfordshire county councillor
- Parish or town council
- Local community group/organisation
- Friend/relative
- Other

If other, please provide details:

Your data

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. If you would like to know more about the

council's data protection registration or to view Oxfordshire County Council's privacy notice please visit our website: www.oxfordshire.gov.uk - search privacy notice.

Thank you for taking the time to answer these questions.

Innovation Framework Questionnaire

The Innovation Framework sets out guidance for how to consider innovation within planning and development. The aim is to set out the case for why innovation needs to be considered, the risks if current innovations set to become mainstream are not futureproofed and the benefits integrating innovation can have.

The framework document is one of four elements which will ultimately make up the full Innovation Framework, with the other three elements still in development. The other elements will consist of:

- A template and guidance for creating an Innovation Plan (1st draft created).
- An evidence base of innovations (initial roadmaps created; further scoping work needed for development of the evidence base).
- A monitoring platform to allow assessment of development through its cycle, and monitor performance against KPIs (in early scoping stages).

The AHTS covers a range of areas. We recognise this and have attempted to make it easy to navigate. We have provided a summary of relevant information in each question of this questionnaire. If you are interested in further detail, you can use the contents table to navigate to the relevant section of the strategy.

You do not have to answer all the questions. We have made most questions in this questionnaire optional so that you can focus on those that are most relevant to you.

Q1

Key Principles

The Innovation Framework supports a number of key principles and policies. Innovation should not be introduced for the sake of innovation, but only where it can be shown to support these policies and aims, overcome challenges, mitigate risks, and bring benefits.

There are a wide range of policies with synergies to the framework as well as other frameworks, guidance documents and strategies. We have therefore identified a number of principles and aims which support existing or developing policies, strategies, frameworks and guidance documents.

We have summarised all of the Innovation Framework in the following sections. **You can choose which sections you would like to respond to and do not need to select a response for every principle.** You can find more detail about each principle in the Innovation Framework document.

Which principles you would like to respond to? (You will have the option to respond to further sections upon completion).

Skip logic will take respondents to the relevant questions based on their selection. Questions for sections not selected will automatically be skipped

- Accessibility & connectivity for all, minimising the need for travel
- Supporting the zero-carbon economy
- Supporting local economy

- Using & gathering data transparently
- Embedding circular economy practices
- Integrating flexibility & resilience
- Supporting healthy, thriving, safe, connected, diverse & inclusive communities
- Ensuring appropriate solutions/technologies are put in place
- Ensuring innovation is responsibly undertaken

Q2

Accessibility & connectivity for all, minimising the need for travel

This principle seeks to deliver accessibility and connectivity for all, minimising the need for travel, taking account of differing needs including all types of disability and age, with a focus on active and sustainable transport.

Specific aims and some of the potential ways in which the principle could be achieved are summarised below:

- Making walking, cycling and micromobility accessible, safe and desirable for all. Priority will be for active travel modes following the user hierarchy set out in the Local Transport and Connectivity Plan (LTCP)
- Reduce the need to travel via high quality and high speed digital connectivity and physical connectivity and proximity to services.
- Support an environmental hierarchy, where sustainable modes of transport are favoured, meaning fewer journeys by fossil fuelled private car.
- Lessening traffic generation and its detrimental impacts, including on congestion, air quality and noise.
- Consider the needs of, support and facilitate first, last and only mile transport options, for both people and goods.
- Accessible electric vehicle charging infrastructure for residents and other occupiers, sufficient to meet anticipated future demand levels.

To what extent do you support the ‘Accessibility & connectivity for all, minimising the need for travel’ principle?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Accessibility & connectivity for all, minimising the need for travel’ principle?

****Upon completion takes to next section selected in Q1 or Q11****

Q3

Supporting the zero-carbon economy

This principle seeks to work towards Oxfordshire becoming a zero-carbon economy, by delivering zero-carbon new development. Specific aims and some of the potential ways in which the principle could be achieved are summarised below:

- Maximising energy efficiency.
- The highest fabric standards and renewables maximised on-site to minimise embodied carbon.

- Renewably sourced heat as default in new developments.
- Community ownership of energy.
- Reduce the growth and overall volume of waste and proportionally increase recycling and reuse.
- Design to support reduced overall energy demands to avoid the need for grid upgrades.

To what extent do you support the ‘Supporting the zero-carbon economy’ principle?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Supporting the zero-carbon economy’ principle?

****Upon completion takes to next section selected in Q1 or Q11****

Q4

Supporting local economy

This principle seeks to support the Oxfordshire economy, with a focus on clean, sustainable growth. Specific aims and some of the potential ways in which the principle could be achieved are summarised below:

- Adopt a Living Lab approach, facilitating collaborations, data-based evaluation and decision making.
- Provision of affordable, professional and flexible working space.
- Supporting the development of an inclusive economy for Oxfordshire, embedding sustainable and circular economy practices.
- Support business growth, including training, incubators and accelerators for SMEs.
- Supporting the Local Industrial Strategy’s aim for Oxfordshire to be one of the top three innovation ecosystems in the world.
- Provide the quality and choice of development needed to support growth and attract specialist and flexible skills at all levels, across different sectors.

To what extent do you support the ‘Supporting local economy’ principle?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Supporting local economy’ principle?

****Upon completion takes to next section selected in Q1 or Q11****

Q5

Using & gathering data transparently

This principle seeks to use and gather evidence and data transparently, ensuring ongoing monitoring systems are embedded in development. Specific aims and some of the potential ways in which the principle could be achieved are summarised below:

- Sharing data to support best practice and creating an evidence base.
- Supporting highway network management, asset owners and other operational teams (e.g. active travel and road safety).
- Maximising the value of existing data to identify the needs of the development area and cater to these needs.
- Integrating suitable smart monitoring approaches into development.
- Co-creating with the community.
- Using evidence to learn from experience, including the experiences of others, and integrating learnings into approaches and actions taken.

To what extent do you support the ‘Using & gathering data transparently’ principle?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Using & gathering data transparently’ principle?

****Upon completion takes to next section selected in Q1 or Q11****

Q6

Embedding circular economy practices

This principle seeks to embed circular economy practices and principles into the whole development process from conception through to ongoing usage, maximising longevity of assets and minimising waste. Specific aims and some of the potential ways in which the principle could be achieved are summarised below:

- Minimising the need for maintenance, and making required maintenance as minimally invasive as possible, through design and materials use.
- Maximising use of appropriate recycled materials in construction.
- Using building practices which minimise waste production.
- Developing an environment that supports occupants to minimise waste, whilst ensuring compatibility with local authority collection methods.
- Ensuring sufficient provision of sustainable waste management on-site.
- Providing space for the sharing economy.

To what extent do you support the ‘Embedding circular economy practices’ principle?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Embedding circular economy practices’ principle?

Upon completion takes to next section selected in Q1 or Q11

Q7

Integrating flexibility & resilience

This principle seeks to integrate flexibility and resilience into development, to cater for foreseen and unforeseen change, challenges and disruption. Specific aims and some of the potential ways in which the principle could be achieved are summarised below:

- Provision of re-purposable space.
- Provision of co-working space.
- Climate resilience, including ensuring developments are built to withstand weather extremes and flooding.
- Resilience to societies and individuals’ changing needs over time.
- Building in effective emergency planning and access measures.
- Responding to changing trends in site usage identified by monitoring techniques.
- Building in resilience to public health crises.
- Futureproofing for anticipated, relevant innovations becoming mainstream.

To what extent do you support the ‘Integrating flexibility & resilience’ principle?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Integrating flexibility & resilience’ principle?

Upon completion takes to next section selected in Q1 or Q11

Q8

Supporting healthy, thriving, safe, connected, diverse & inclusive communities

This principle seeks to create an environment to support healthy, thriving, safe, connected, diverse and inclusive communities, with a high quality of life. Specific aims and some of the potential ways in which the principle could be achieved are summarised below:

- Designing to reduce health inequalities.
- Reducing fuel poverty through building measures.
- Improving and designing for road safety.
- Providing green space, including space for communal food growing.
- Providing social space for the community, including promotion of the sharing economy such as community fridges.
- Engaging and co-creating with the community to address their health and wellbeing needs and promote community cohesion.
- Designing for autonomy and independence.

- Designing for and promoting inclusivity and diversity.

To what extent do you support the ‘Supporting healthy, thriving, safe, connected, diverse & inclusive communities’ principle?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Supporting healthy, thriving, safe, connected, diverse & inclusive communities’ principle?

****Upon completion takes to next section selected in Q1 or Q11****

Q9

Ensuring appropriate solutions/technologies are put in place

This principle seeks to ensure appropriate solutions, software and technologies are put in place in support of the other principles, such that the solution (where relevant):

- Is replicable in multiple use cases or scenarios.
- Is scalable in a cost-efficient manner.
- Is platform- and vendor- agnostic.
- Facilitates data sharing.
- Has a robust cyber security design.
- Has a user-friendly interface.
- Has a simple system to system interfacing capability by design in order to avoid siloed and disjointed systems.
- Is appropriate for the specific use case and environment.

To what extent do you support the ‘Ensuring appropriate solutions/technologies are put in place’ principle?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Ensuring appropriate solutions/technologies are put in place’ principle?

****Upon completion takes to next section selected in Q1 or Q11****

Q10

Ensuring innovation is responsibly undertaken

This principle seeks to ensure innovation is undertaken responsibly, maximising benefits whilst minimising foreseen and unforeseen or unintended negative consequences, following the guidance in the British Standards Institute’s PAS 440:2020, Responsible Innovation Guide.

Specific aims and some of the potential ways in which the principle could be achieved are summarised below:

- Accountability for impacts on society, the environment and the economy.

- Transparency in decisions impacting on society and the environment.
- Ethical behaviour.
- Respect for stakeholder interests.
- Respect for the rule of law.
- Respect for international norms of behaviour.
- Respect for human rights.
- Balances the potential benefits against the potential risks of an innovation, considering impacts on all stakeholder groups.

To what extent do you support the ‘Ensuring innovation is responsibly undertaken’ principle?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Ensuring innovation is responsibly undertaken’ principle?

****Upon completion takes to next section selected in Q1 or Q11****

Q11

Routing question

If you would like to respond to any another principles, please select the relevant section below (You will have the option to respond to further sections upon completion). If not, please select ‘next question’.

- Accessibility & connectivity for all, minimising the need for travel
- Supporting the zero-carbon economy
- Supporting local economy
- Using & gathering data transparently
- Embedding circular economy practices
- Integrating flexibility & resilience
- Supporting healthy, thriving, safe, connected, diverse & inclusive communities
- Ensuring appropriate solutions/technologies are put in place
- Ensuring innovation is responsibly undertaken
- Next question

Q12

Are there any other principles you think should be included?

Q13

Do you have any comments on the Innovation Framework?

Q14

About You

We are keen to understand more about the people responding to this consultation. If you are responding as someone who travels in and around Oxfordshire could you please share some information about yourself by answering the following questions.

If you do not want to provide any of this information, please select prefer not to say.

Please say whether you are:

- an Oxfordshire resident
- a member of the public living elsewhere who travels to Oxfordshire
- a parish meeting representative, parish councillor or town councillor
- a county council employee
- a county councillor
- a district or city councillor
- a representative of a group or organisation
- a representative of a business
- Other

If other, please provide details:

Routing

- *If selected 'a county councillor' or 'a district or city councillor' takes to Q15*
- *If selected 'a representative of a group or organisation' or 'a representative of a business' takes to Q16*
- *If selected any other response takes to Q17*

Q15

If you are responding as a councillor, please provide your name and the area(s) you represent

Q16

If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation

Q17

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

- Cherwell
- South Oxfordshire
- Vale of White Horse
- West Oxfordshire
- Oxford City
- I don't live in Oxfordshire

If you live outside Oxfordshire please enter where you live in the box below

Q18

What is your age?

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64

- 65-74
- 75-84
- Over 85
- Prefer not to say

Q19

Are you...?

- Male
- Female
- Other
- Prefer not to say

Q20

What is your ethnic group?

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- White (British, Irish, Scottish or any other white background)
- Prefer not to say
- Other ethnic group (please specify)

Q21

Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

- Yes - limited a lot
- Yes - limited a little
- No
- Prefer not to say

Q22

How did you find out about this consultation?

(Please tick all that apply)

- Facebook
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Email from Oxfordshire county council
- Local news item (newspaper, online, radio, tv)
- Oxfordshire county councillor
- Parish or town council
- Local community group/organisation

- Friend/relative
- Other

If other, please provide details:

Your data

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. If you would like to know more about the council's data protection registration or to view Oxfordshire County Council's privacy notice please visit our website: www.oxfordshire.gov.uk - search privacy notice.

Thank you for taking the time to answer these questions.

Divisions Affected - All

PLACE OVERVIEW AND SCRUTINY COMMITTEE - 24 NOVEMBER 2021

WORK PROGRAMME 2021

Report by Director of Law and Governance

RECOMMENDATION

The Committee is **RECOMMENDED** to approve the work programme for the 2021/22 Financial year as detailed in paragraph 11 and 12 of the report.

Executive Summary

1. The purpose of this report is to advise Committee members in determining their work programme for the 2021/22 financial year.
2. The Committee held an informal session on the 4 November 2021 to discuss content of the work programme for 2021/22.
3. This report sets out the following information to assist the Committee in this process:
 - The principles of effective scrutiny and the criteria against which work programme items should be considered;
 - The roles and responsibilities of the Place Overview and Scrutiny Committee;
 - The work programme suggestions made to the Committee for consideration for the 2021/22 work programme
 - The outcome of the informal Committee discussion undertaken on 4 November 2021

Principles to apply to the Work Programme

3. The following key principles of effective scrutiny should be considered when the Committee is determining its work programme:
 - Be selective** – There is a need to prioritise so that high priority issues are scrutinised given the limited number of scheduled meetings and time available. Members should consider what can realistically and properly be reviewed at each meeting, taking into account the time needed to scrutinise each item and what the session is intended to achieve.

- ❑ **Add value with scrutiny** – Items should have the potential to ‘add value’ to the work of the council and its partners. If it is not clear what the intended outcomes or impact of a review will be then Members should consider if there are issues of a higher priority that could be scrutinised instead.

It is recommended that Members limit the number of items they wish to consider at a meeting to 2 or 3 to maximise the time and attention they can give the topic and maximise the potential for adding value.

- ❑ **Be flexible** – Members are reminded that there needs to be a degree of flexibility in their work programme to respond to unforeseen issues/items for consideration/comment during the year and accommodate any developmental or additional work that falls within the remit of this Committee.
- ❑ **Engagement** - Effective Overview and Scrutiny should provide extensive opportunities for community involvement and democratic accountability. Engagement with patients, service users and with the general public can help to improve the quality, legitimacy and long-term viability of recommendations made by the Committee. Patients, service users and the public bring different perspectives, experiences and solutions to scrutiny, this engagement can help the Committee to understand the service user’s perspective on individual services and on co-ordination between services. The Committee is encouraged to ensure it considers opportunities for engagement with service users and the public when agreeing its work programme.

Models for carrying out scrutiny activity

4. There are a number of means by which the Overview and Scrutiny Committee can deliver its work programme. Members should consider which of the following options is most appropriate to undertake each of the items they have selected for inclusion in the work programme:

Item on a scheduled meeting agenda/hold an extra meeting of the Committee	The Committee can agree to add an item to the agenda for a meeting and call Cabinet Members/ Officers/Partners to the meeting to respond to questioning on the matter.
Task Group	A small group of Members, with officer support, meet outside of the scheduled meetings to gather information on the subject area, visit other local authorities/ sites, speak to service users, expert witnesses and/ or Officers/ Partners. The Task Group can then report back to the Committee with their findings to endorse the submission of their recommendations to Cabinet/Council This is the method usually used to carry out policy reviews.

<p>The Committee asks for a report then takes a view on action</p>	<p>The Committee may need more information before taking a view on whether to carry out a full review so asks for a report to give them more details</p>
<p>Individual Members doing some initial research</p>	<p>A member with a specific concern carries out some research to gain more information on the matter and then brings his/her findings to the attention of the Committee if s/he still has concerns.</p> <p>This can only be done if agreed by the Committee which must consider the impact on resources and officer time in commissioning such items. Any emerging reports would need to go through the Council's reporting clearance process.</p>

5. Note that, in order to keep agendas to a manageable size, and to focus on items to allow the Committee to make a direct contribution, the Committee may choose to take some "information only" items outside of meetings, for example by email.
6. The Committee has also discussed the possibility of creating a Scrutiny Hub service which will provide the Committee with an ability to access and deal with certain matters in a smarter way outside of Committee meetings. This will be taken forward in the Overview and Scrutiny Improvement Plan.

Suggested Criteria to consider

7. As the aim of the work programme is to ensure that scrutiny makes the biggest impact possible the following criteria was suggested to the Committee meeting on 22 September and to Councillors completing the limited work programme suggestion exercise:
 - a. Is the issue a priority area for the Council?
 - b) Is it a key issue for local people?
 - c) Are improvements for local people likely?
 - d) Is it an opportunity to contribute towards significant policy development?
 - e) Does it examine a poor performing service?
 - f) Will it result in improvements to the way the Council operates?

2021/22 Work Programme Suggestions

8. Attached at Appendix A is a list of all the work programme suggestions that were received by or made to the Place Overview and Scrutiny Committee to assist its work programme considerations. This list is to act as a guide to assist in the work programme discussions and the steer sought moving forward.

Committee Preparation

9. The Committee held an informal discussion on 4 November 2021 in order to help it prepare for its work programme considerations. At this discussion the Committee discussed work programme suggestions received, the thoughts and direction provided by the Chair of the Committee on potential work programme

content and the priority indications provided by the Committee at its September meeting.

10. As a result of these conversations a draft work programme was developed that is set out below:

24 November 2021	
	Library Strategy
	Street Design Guide
<i>Property Strategy – This is not on work programme for November meeting, however an overview of development process for the strategy is sought by the Committee to inform how they could be involved. It is proposed that officers be engaged to see when this could happen with this required in December or January.</i>	
2 February 2022	
	Property Strategy
	Climate Change and Carbon Reduction
6 April 2022 – Annual Crime & Disorder Scrutiny meeting	
	Community Safety Matters - focus on: <ul style="list-style-type: none"> ○ Best Practice and how OCC compares ○ Current approach and partnership working ○ Community Safety Partnership ○ PCC and links to Police and Crime Plan ○ Fire & Rescue Service Community Safety Plan ○ Public perspective on key issues
	Fire & Rescue Service Inspection Report

11. In addition to the items detailed above the informal discussion also requested the establishment of 2 working groups, those being as follows:
- **Carbon Reduction Targets** – Member Group to provide performance overview of current targets and make suggestions for development of future targets
 - **Transport Policy Development** – Member Group to provide oversight of current and emerging transport policy development and consultation
12. The Committee is asked to endorse the work programme identified above as developed at the informal discussion on 4 November 2021.

Financial Implications

13. The implementation of this Work Programme is funded within the current budgets for the service and as such there are no direct financial implications to report.

Rob Finlayson, Finance Business Partner (Environment & Place),
rob.finlayson@oxfordshire.gov.uk

Legal Implications

14. This report does not raise any direct legal implications.

Sukdave Ghuman
Head of Legal Services

ANITA BRADLEY

Director of Law and Governance

Annex: Appendix 1 – Work Programme Suggestions

Background papers: Report to Place OSC: Work Programme –
22 September 2021

Contact Officer: Glenn Watson, Principal Governance Officer
T: 07776997946
E: glenn.watson@oxfordshire.gov.uk

November 2021

APPENDIX A - PLACE OVERVIEW AND SCRUTINY COMMITTEE WORK PROGRAMME 2021-22
WORK PROGRAMME SUGGESTIONS FOR CONSIDERATION

Committee Member Suggestions	
Flooding - Adapting to current situation and future planning	Review of current approach to Flooding in Oxfordshire and future planning to cope with future flooding predictions, including: <ul style="list-style-type: none"> ○ Role of Council and Highways Authority ○ Role of Environment Agency ○ Partnership working and processes – current effectiveness ○ Planning/ highways drainage/ serious flooding events/ section 19 investigations ○ Views of flooded communities ○ Consider where lessons could be learned to help mitigate future impacts on communities ○ How to manage expectations for preventing flooding events from extreme weather ○ Future plans to deal with flooding and climate change
Roadwork Permissions – Utilities	To better understand and influence how Oxfordshire's schedule of highways work is prioritised so as to better inform, engage and consult with residents; what the partnership relationship with Utilities involves and what can be done to improve residents' experiences.
Council Parking Contract (£1.6million loss)	Post-scrutiny review of what happened and lessons to be learnt
Recycling Centres and Household management of waste	To understand the current waste management system and identify where improvements can be made to enhance performance; to understand the requirements of the relevant Council Strategy and seek the views of residents on recycling and household management of waste.
Highway Maintenance Budget	To better understand and influence how Oxfordshire's schedule of highways work is prioritised so as to better inform, engage and consult with residents.
Local Transport and Connection Plan	Review of Plan and what work is underway to inform and improve it.
Freight	Does the Council have a Freight Strategy? What are the key issues in Oxfordshire from a Freight/ Public/ Business perspective? How does this relate to the Climate Change agenda?
Rural Active Public Transport	Is the Council's approach delivering for the rural users and the rural economy? What impact is the approach having on inequalities, employment and deprivation?

CO2 Outputs	Is the Council on target to achieve its CO2 reduction objectives? Are those objectives fit for purpose? How does this relate to Administration's priorities?
-------------	--

Cabinet Member Suggestions

Street Design Guide	Cabinet endorsed the Oxfordshire Street Design Guide at its meeting in September 2021 – what are the implications of this decision and can the consultation undertaken to inform be improved?
Carbon Reduction Framework	How does the Council plan to deliver Carbon Reduction objectives and how does this relate to the Council's developing new Council Plan?

Officer Suggestions

Library Strategy Development	Pre-scrutiny policy development
Property Strategy Development	Pre-scrutiny policy development – large piece of work, Committee may wish to focus on certain elements of developing strategy content
Fire & Rescue Service Inspection Report	Scrutiny of inspection report and proposed response
Fire & Rescue Service Community Risk Consultation Document	This will inform the future strategic direction of FRS provision in the County
Future of High Street and Retail out of High Street	What is the Council's approach to retail both in and out of the high street across the County and is it effective? What is considered best practice? What are the views of residents and business?

Limited Engagement Exercise Suggestions

- Responding to covid pandemic as an organisation
- Climate change and the school building programme
- Parking provisions
- Drain/ gully/ grip maintenance and improvement programme
- Meeting CO2 reduction targets in the transport system
- Engaging fairly with the public
- Active Travel & Modal Shift
- Consultation Practices and participatory decision-making
- Connecting Oxford

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