

Annexe 1: Transport Working Group recommendations, arranged by heading

Data and monitoring

- 1 That the Council should invest in resources to audit and map existing cycling and walking infrastructure to understand the current status, condition, and quality (including LTN 1/20 compliance) and identify gaps, including processes to crowdsource.
- 2 That the Council should use open data tools to create publicly accessible, interactive maps that show the status of LCWIP delivery and future projects.
- 16 That the Council should ensure, in its development and implementation of Movement and Place Strategies, that data is used as a key strategic tool with mode share targets being widely used.
- 17 That the Council ensures vision-led planning is data-led with projects at all levels being assessed against modal share targets.
- 19 That the Council should ensure that there is sufficient capacity for future versions of the Oxfordshire Infrastructure Strategy to be measured against modal share targets and the LTCP's headline targets.

Governance and Responsibility/Skills and Capacity Building

- 3 That the Council should ensure all relevant teams are trained in LTN 1/20 guidance, and that active travel is integrated into their day-to-day responsibilities.
- 4 That the Council should develop a clear governance structure that outlines the roles and responsibilities of different teams in delivering the LCWIP.
- 5 That the Council should develop its own in-house capacity to design and develop active travel schemes and bring them forward for delivery.
- 15 That the Council should use the Futures Toolkit, adopting tools such as strategic forecasting, backcasting, and forecasting, so as to become more comfortable with uncertainty in implementing its vision-led approach.
- 19 That the Council should ensure that there is sufficient capacity for future versions of the Oxfordshire Infrastructure Strategy to be measured against modal share targets and the LTCP's headline targets.

Funding and Budgets

- 6 That the Council should actively develop a strategic approach to funding that includes identifying potential sources of funding and engaging with external organisations to secure financial support, including a revised approach to active travel whereby strategic funding becomes business as usual.
- 7 That the Council should adopt an agreed methodology to calculate how much is currently spent on active travel per person per year, in line with Department for Transport metrics.
- 8 That the Council should match Scottish levels of funding for active travel, currently at £50 per resident per year.
- 9 That the Council should create a prioritisation matrix to systematically allocate funding to projects based on their impact and feasibility.
- 18 That the Council should work to ensure that strategic funding for active travel is a priority for Enterprise Oxfordshire

Working with other organisations

- 10 That the Council should strengthen partnerships with local organisations, such as universities, colleges, and health institutions, to leverage their resources and support for active travel projects.
- 11 That the Council should encourage these organisations to invest in specific projects by providing clear information on the benefits and costs, using the open data tools to support this.

Co-production and public engagement

- 12 That the Council should develop a Co-production Handbook to guide the involvement of local stakeholders and the public in the design and delivery of active travel projects.
- 13 That the Council should use interactive online maps and other tools to keep the public informed about the progress of projects and to gather their input.
- 14 That the Council should work transparently with local communities to complete the open data mapping and to adopt the Active Travel England Guidance on Best Practice Community Consultation and Engagement.

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That the Council should ensure further resource is provided to the active travel teams to enable it to participate in developer fora in order to engage developers at an early stage and to highlight the importance of mode share targets in their considerations.

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