Response to Movement and Place Plan: Bicester and Mid Cherwell

Are there any fundamental things that need changing, removing, adding?
- The plan references climate resilience and decarbonisation, but could more explicitly frame all objectives within Oxfordshire's climate emergency declaration and net zero commitments, to clarify the urgency and intersectional nature of climate action *(Sections: Vision for Bicester and Mid-Cherwell, p2; Climate resilience, p38)*

Do you agree with the vision, objectives, and community outcomes of the document, and why?
- Vision (eg. For a "sustainable and healthy place where communities thrive") and objectives (eg. Healthy place-shaping, enhanced public transport, climate resilience, inclusive walking, wheeling, and cycling) strongly align with our goals and priorities
- Agree that recognition of transport poverty and inequalities is particularly important for a just transition *(Section: Health, wellbeing and inequalities, p9-10)*
- The plan is evidence-based, references local and national strategies, and proposes practical actions

How should the plan support the community other than what's already written?
- Expand on measures to support vulnerable groups (low-income, elderly, disabled) in accessing sustainable transport and climate adaptation resources
- Increase emphasis on education and behaviour change programmes around climate, air quality, and sustainable travel *(Section: Objectives and Actions, p24, 2.8)*

What's the most important transport improvement to make and why?
- Making public transport and walking, wheeling, and cycling the easiest, cheapest, and fastest options
  - Enables safer, more attractive walking, wheeling, and cycling routes
  - Supports modal shift targets and Vision Zero ambitions
  - Improves public health and climate outcomes

Do you agree or disagree with anything in the document, and why?
- Agree generally with the plan's holistic, people-first approach and its integration with LTCP and national strategies *(Sections: Objectives and actions, p19; Conclusion and Next Steps, p42)*
- I especially like the support for community-led green transport initiatives (eg. car clubs, carpooling) to build resilience and engagement simultaneously *(Sections: Place-shaping, p11; Community collaboration actions, p20-21)*

Is there anything missing from the document?
- Infrastructure delivery is discussed, but there's little mention of embodied carbon in construction. Could include requirements for low carbon/recycled materials and other circular economy principles *(Sections: Planned infrastructure delivery, p15; Infrastructure development, p35)*
- While the plan supports LTCP targets (eg. modal shift, ZEV infrastructure), it lacks specific, measurable carbon reduction targets and delivery timelines for Bicester and Mid Cherwell. Adding these could enable clearer monitoring/accountability *(Sections: Objectives and actions, p19; Climate resilience, p38)*
- Section on climate resilience is short, vague, and only mentions flooding as a climate impact. No mention of adaptation. Could further detail actual proposed solutions for helping a wide variety

of transport stay resilient to flooding, extreme heat, high speed winds, etc. *(Section: Climate resilience, p38-39)*

Do you have any other general comments?
- Vague, single mention of AI. Could very briefly add a line clarifying in what way AI would be used to improve bus infrastructure. *(Section: Objectives and Actions, p27, 3.2)*
- Consultations for RNIB showed that improved public toilet facilities can make certain groups of people (such as the elderly, or disabled people) feel more confident in using public transport, as don't feel as much of a need to be in control of a quick journey home to their own bathrooms (i.e. via a private car) – could consider this
- Typo "2.15Work" in summary document? "2.15Work with partners […]" *(Section: Objectives and Actions, 2.12)*

Response to Movement and Place Plan: Science Vale

Are there any fundamental things that need changing, removing, adding?
- The commitment to developing a Climate Resilience Plan for Science Vale is great, but the only climate impacts mentioned in the MAP are to do with flooding. Extreme heat, storms/high wind and even wildfires in rural areas are also relevant. There is a reference to air quality under the climate resilience section – air quality would not generally be considered a climate resilience issue and should be addressed elsewhere (p56, objective SV21).
- The Flooding, Climate Resilience and the Environment section (p. 15) also needs to look beyond flooding. The reference to biodiversity is fine, but could be widened to 'nature based solutions' for climate adaptation.

Response: The MAPP document has been updated to reflect a broader range of possible climate impacts. As well as flooding, this includes extreme temperatures and increased likelihood of storms and high winds – as well as more extreme weather generally. The document now also references nature-based solutions.

- The plan references climate resilience and decarbonisation, but could more explicitly frame all objectives within Oxfordshire's climate emergency declaration and net zero commitments, to clarify the urgency and intersectional nature of climate action.

Response: The MAPP document has been updated to make direct reference to the Council's climate emergency declaration and net zero commitments, including its Climate Adaptation Route Map.

Do you agree with the vision, objectives, and community outcomes of the document, and why?
- The first paragraph of the vision needs to be reworded or at least split into shorter sentences – it's a very long sentence with lots of different clauses.
- Overall, the vision is fine, although it doesn't feel specific to Science Vale, other than the reference to innovation and research in the first paragraph – it feels like it could apply to anywhere.

Response: Comments are noted.

What's the most important transport improvement to make and why?
- Science Vale already has three rail stations and has the potential to be even better served by rail in the future. Providing properly integrated services (e.g. high quality active travel routes, bus

timetables that match up with train times, integrated journey planning) will be vital to ensure people choose rail for strategic journeys.

Response:

The MAPP document already includes a clear commitment to pursuing the provision of integrated transport services as a core principle. This means that the plan seeks to ensure different modes of transport—such as bus, rail, cycling, and walking—are coordinated effectively to create a seamless and user-friendly network. By embedding this commitment, the document emphasises the importance of connectivity between services, reducing barriers to travel, and improving accessibility for all users. This approach supports wider objectives around sustainability, efficiency, and inclusivity, ensuring that transport provision is not only comprehensive but also aligned with the needs of communities and the goals of the Local Transport and Connectivity Plan.

Is there anything missing from the document?
- There is no mention of PAS 2080, carbon in infrastructure, embodied carbon, circular economy or any other whole-life carbon approaches. These are referenced in the LTCP but it would be good to see an acknowledgement of how they could be integrated at the local level as well.
- While the plan supports LTCP targets (eg. modal shift, ZEV infrastructure), it lacks specific, measurable carbon reduction targets and delivery timelines. Adding these could enable clearer monitoring/accountability and help indicate how the plan is going to contribute to LTCP and wider carbon targets

Response:

MAPP Plans constitute Part 2 of the Local Transport and Connectivity Plan (LTCP), meaning they are an integral component of the overall strategy rather than a separate document. As such, they complement and build upon the policies and objectives set out in the main LTCP, providing more detailed guidance at a local level. When delivering its transport functions in line with this overarching strategy, the Council must ensure that decisions and actions take full account of both elements—the core LTCP document and the associated MAPP Plans. This integrated approach is essential for achieving consistency across policy areas, aligning strategic objectives with place-based priorities, and ensuring that implementation reflects the combined vision for transport and movement across the county.

Additional work is currently underway to define and agree on suitable targets that relate specifically to transport and the reduction of carbon emissions. This process involves assessing baseline data, reviewing best practice, and considering how proposed targets align with wider sustainability objectives and statutory requirements. The outcomes of this work will play a critical role in shaping future iterations of the MAPP Plan, ensuring that any updates fully reflect evidence-based targets and support the delivery of meaningful progress towards decarbonisation and climate resilience within the transport network.

General Comments
- Vague, single mention of AI. Could very briefly add a line clarifying in what way AI would be used to improve bus infrastructure. (Objective SV22)
- Typo in the objectives and actions section 21.4 – 'solar panels on **top** of bus stops'
- Could integrate some of the references to 'greening' and 'rewilding' with the LNRS
- Safety is only ever mentioned in the context of road safety, or separating active travellers from vehicles. There is a wider point that needs to be made about safety of vulnerable groups (women, LGBTQ+, global majority, old/young people etc) using the network, or better still addressing the

place-based barriers that stop them using the network like poor lighting, lack of natural surveillance etc. There are lots of reasons people choose not to use sustainable modes that aren't specifically to do with road safety.

Response: The reference to artificial intelligence within the MAPP Plan has been revised to present a broader perspective on emerging transport technologies rather than focusing exclusively on AI as a single example. This change reflects the intention to capture the full spectrum of innovative solutions shaping modern mobility, including areas such as automation, data-driven systems, smart infrastructure, and digital connectivity. By widening the scope, the updated wording ensures that the plan acknowledges the diverse technological advancements influencing transport planning and delivery, promoting a more inclusive and future-ready approach..

The Local Nature Recovery Strategy has now been formally incorporated into the MAPP Plan, ensuring that environmental priorities are embedded within the wider movement and place framework. This inclusion highlights the importance of aligning transport planning with ecological objectives, recognising that sustainable development requires a balance between mobility and biodiversity. By referencing the strategy within the plan, we are reinforcing commitments to habitat restoration, green infrastructure, and nature-based solutions, creating a more integrated approach that supports both environmental resilience and community wellbeing.

The section of the MAPP Plan document that focuses on road safety has undergone a comprehensive update. This revision ensures that the content does not solely concentrate on traditional aspects of road safety, such as collision prevention and traffic management, but now also acknowledges and integrates a wider range of safety considerations. These include factors that influence the overall safety of transport networks and the surrounding environment, such as pedestrian and cyclist protection, public realm design, and community wellbeing. By broadening the scope, the updated section reflects a more holistic approach to safety, recognising that creating safer places involves more than just addressing risks on the road itself