

CABINET – 20 JULY 2010

LOCAL TRANSPORT PLAN 3 SCENARIOS & POLICIES

Report by Head of Transport

Introduction

1. The purpose of this report is to set out the results of the consultation on scenarios for the county's third Local Transport Plan (LTP3) and seek a decision on the preferred scenarios for inclusion in LTP3. This report also seeks approval to proposed changes to the policies approved in March 2010.
2. Oxfordshire County Council has a statutory requirement to produce a new LTP by April 2011. LTP3 will be a document that will help shape Oxfordshire for the long term, with a 20 year horizon rather than five years as in previous LTPs. This will bring it in line with the Sustainable Community Strategy, 'Oxfordshire 2030', and extend beyond the 2026 planning horizon that the district councils have been working to in developing their Local Development Frameworks and their infrastructure delivery plans, which it will complement. It is therefore a blueprint for all transport development across the county and not just the publicly funded elements as in the previous Plans.
3. The background against which this Plan is being developed is changing fast. It is becoming increasingly important for the Plan to reflect the current economic climate whilst not losing sight of the longer term aspirations for Oxfordshire. With uncertainty over the future of the planning process and the availability of funding, it will be important that the County Council has an agreed LTP so that it puts Oxfordshire in a strong position to respond to development and other pressures and allows us to deliver the priority transport schemes when funding becomes available. In addition, by providing a clear policy framework the LTP can, together with the priorities identified in the Local Investment Plan, have a key role in the development of a 'Countywide Strategic Infrastructure Framework' that would help the County Council plan and deliver the infrastructure essential to support development and secure funding towards this.
4. In September 2009, Cabinet approved the goals and objectives for LTP3. The goals are:
 - To support the local economy and the growth and competitiveness of the county;
 - To make it easier to get around the county and improve access to jobs and services for all by offering real choice;
 - To reduce the impact of transport on the environment and help tackle climate change;
 - To promote healthy, safe and sustainable travel.

5. Annex 1 shows the approved LTP objectives and also sets out how the LTP will contribute to delivering the council's strategic objectives of the economy, community, climate change and the cross-cutting theme of breaking the cycle of deprivation. Whilst the objectives apply countywide, they have been prioritised for the four settlement types, which are: Oxford, larger towns (Abingdon, Banbury, Bicester, Science Vale UK [including Didcot and Wantage & Grove] and Witney), smaller towns (Carterton, Chinnor, Chipping Norton, Faringdon, Henley-on-Thames, Kidlington, Thame and Wallingford) and rural Oxfordshire.
6. The first of these objectives covers highway maintenance and, in the context of potentially large cuts in capital funding – possibly as much as 50% - an approach which seeks to protect the County's highway asset and minimise the need for additional future maintenance liabilities will be required. This will reduce, and for the early years of the plan probably virtually eliminate, the ability to deliver new transport schemes from public funding.
7. Given this, the approach to scheme identification in the final document is still to be finalised. With likely significant cuts in funding for at least the early years of the Plan it is likely that, initially at least, the 'implementation programme' section of the Plan will set out the area strategies, and the likely priorities for infrastructure delivery within each, with the detailed programme of schemes being developed and reviewed on an annual basis. The shape of the delivery programme will be largely determined in the short term by the availability of developer funding and working with other partners on funding sources.

Scenarios

8. There is a need to develop options for LTP3 which set out alternative overall approaches to transport in Oxfordshire over the next 20 years. Called scenarios, these do not include specific schemes but the choice of scenario will influence which schemes are progressed in the future. The emphasis of the scenario for a settlement type will depend to an extent on local issues. A full consideration of alternative means for meeting a Plan's objectives is essential for compliance with a legally-required Strategic Environmental Assessment (SEA).
9. An innovative model was used to assess the overall transport impacts of different scenarios on accessibility (by bus, on foot and by cycle), climate change, economy (congestion), the local environment (air quality) and road safety. An assessment of the local environmental impact of the scenarios was also undertaken in line with the SEA requirements and is available for consultation on the Council website.
10. Consultation on scenarios for each of the settlement types was undertaken from 10 May to 20 June. Annex 2 summarises the scenarios that were consulted on. Comprehensive information and a questionnaire were available online and in paper form. In addition stakeholder clinics were held around the

county, one in each district, allowing stakeholders to seek clarification on the scenarios and discuss them face-to-face with officers. Information on the scenarios was also displayed at the Council meeting on 15 June where Councillors were able to discuss the scenarios with officers. In total approximately 250 stakeholders took part in the consultation and between 126 and 153 responses were received for each settlement type. Annex 3 summarises the results.

11. Although the consultation responses indicate a preferred approach for each settlement type, there is to some extent a balance of views (for example across all three scenarios for larger towns and between Scenarios A and B in Oxford) and a number of the responses suggested modifications to the preferred scenarios.
12. Taking into account all views it is recommended that Cabinet approve the revised scenarios as set out in Annex 4. These are typically based on the most popular scenario for each settlement type, modified to include elements of others either suggested by the responses or included to ensure that the recommended set of scenarios is coherent and makes sense for Oxfordshire as a whole. Annex 4 also includes an explanation of how each recommended scenario has been derived.
13. In addition to scenarios for the four settlement types, a specific scenario for Bicester is recommended because of the Eco-Town development. This is based on the scenario recommended for the larger towns but includes greater emphasis on cycling, bus travel and behavioural change to reflect the increased level of investment in those types of measures for the town as a whole which would accompany the development of the eco settlement. The scenario for the larger towns will apply in Bicester should the Eco-Town development not proceed.
14. An assessment of the recommended scenarios has been undertaken in line with SEA requirements and is available in the Members' Resource Centre.
15. Highway maintenance will be an essential factor of all scenarios and therefore it has not been identified separately. The importance of highway maintenance will be embedded in the Plan, with the Highways Asset Management Strategy forming an integral part of the document. The Plan will stress the importance of maximising the network that we have rather than enhancing it, particularly in the early years of LTP3.

Timetable for completing the Plan

16. The LTP is proposed to take the form of three documents. A relatively short headline 'summary' document which can be easily read and understood on its own would be the public face of the Plan. This would be supported by a fuller background document which would contain more detailed background to the policies, strategies and other evidence which underpins the Plan. It would also include an implementation plan that would initially identify local area strategies and strategic infrastructure requirements.

17. Annex 5 shows an outline programme for the work required to complete the Plan. It is proposed that a public consultation is carried out on a draft LTP between October 2010 and January 2011. This will include the objectives, policies and scenarios along with draft area strategies, which will take into account the work currently being undertaken for the district councils' Local Development Frameworks.
18. An Equality Impact Assessment (EQIA) is being developed for LTP3 and the consideration of equality and diversity issues are being built into every stage of the development process.

Draft Plan Policies

19. In January and February 2010, stakeholders were consulted on the policies for the Plan. A total of 150 responses were received to this consultation, with over 1,000 comments in total. These comments informed the set of policies recommended to Cabinet for approval in March 2010 as the basis for the development of the draft Plan.
20. Following further discussion with colleagues and stakeholders, officers consider it appropriate to recommend some revisions and additions to the draft policies as the basis of further development of the Plan. Annex 6 sets out the recommended changes to the approved policies.
21. Cabinet will be considering the draft Plan in its entirety in September, prior to full public consultation starting. Further changes to policies may be recommended at that point including, for example, the addition of policies from the Regional Spatial Strategy which may be lost with the potential abolition of the South East Plan.

Financial and Staff Implications

22. A team has been established to oversee the development of LTP3, drawn from within the Transport Service. In addition staff from across the Council, have been contributing to the development of the Plan.
23. Halcrow, using our existing framework contract, have been commissioned to undertake the work required for the SEA and the Habitats Regulation Assessment. Their costs are being met from within existing budgets.
24. There are no financial implications directly associated with this report.

Risks

25. It is important that the approved scenarios are considered to be appropriate to avoid the risk of developing a draft Plan which is not supported at a later stage. This risk has been mitigated by involving stakeholders at an early stage but cannot be wholly eliminated.

26. There is a risk of raising expectations of how much can be achieved through the LTP, particularly in the current economic climate. It is highly likely that transport infrastructure investment will be significantly hit by reduced funding levels, reducing the Council's ability to deliver against LTP priorities, at least in the short term. The long-term nature of this Plan will mitigate against this risk but this limitation will need to be made explicit in the final document and throughout public consultation on the Plan.
27. There is a risk associated with current uncertainties with the Local Development Framework process, the loss of the Regional Spatial Strategy and the emerging priorities of the new coalition Government. There may be a need to recommend changes to the LTP3 policies when Cabinet consider the draft Plan in September prior to consultation commencing in October.

RECOMMENDATIONS

28. **The Cabinet is RECOMMENDED to**
- (a) approve the preferred scenarios for the LTP, noting the information contained in the Strategic Environmental Assessment of the scenarios; and**
 - (b) approve the recommended changes to the policies, as the basis for further development of the LTP.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: These following papers are available in the Members' Resource Centre.

- Strategic Environmental Assessment, Detailed Assessment of LTP3 Scenarios, May 2010, Halcrow Group Limited
- Strategic Environmental Assessment, Detailed Assessment of LTP3 Recommended Scenarios, July 2010, Halcrow Group Limited
- LTP Scenarios Consultation Report, June 2010, Steer Davies Gleave
- Scenarios Consultation Document, May 2010, Oxfordshire County Council
- Detailed responses to scenarios consultation

Contact Officer: Joanne Fellows, Tel: 01865 815546

July 2010

Council Strategic Objectives & LTP Objectives

Council Strategic Objectives	Local Transport Plan Objectives
World class economy	<p>Reduce congestion</p> <p>Secure infrastructure and services to support development</p> <p>Develop and increase the use of high quality, welcoming public transport</p> <p>Reduce carbon emissions from transport</p>
Healthy and thriving communities	<p>Reduce congestion</p> <p>Reduce casualties and the dangers associated with travel</p> <p>Secure infrastructure and services to support development</p> <p>Improve air quality, reduce other environmental impacts and enhance the street environment</p> <p>Develop and increase cycling and walking for local journeys, recreation and health</p>
Environment and climate change	<p>Improve the condition of local roads, footways and cycleways, including resilience to climate change</p> <p>Reduce carbon emissions from transport</p> <p>Improve air quality, reduce other environmental impacts and enhance the street environment</p> <p>Develop and increase the use of high quality, welcoming public transport</p> <p>Develop and increase cycling and walking for local journeys, recreation and health</p>
Breaking the cycle of deprivation	<p>Improve accessibility to work, education and services</p>
Better public services	<p>Improve the condition of local roads, footways and cycleways, including resilience to climate change</p> <p>Improve accessibility to work, education and services</p>

Scenario options taken out to consultationOxford

	SCENARIO		
	A	B	C
Rail			✓✓
Bus	•	✓	✓✓✓
Walking	✓✓✓	✓✓	•
Cycling	✓✓✓	✓✓	•
Highway Infrastructure			
Demand Management		✓	
Park & Ride		✓	✓
Behavioural Change	✓	✓	
Low Emission Vehicles	✓✓✓	✓✓✓	✓✓✓
Alternative Fuels			
Slower Speeds	✓	✓	✓
Freight Management	✓✓✓		

Level of investment: ✓ = Low ✓✓ = Medium ✓✓✓ = High

• = as a minimum all scenarios include (i) improvement of bus stop facilities and locations, (ii) pedestrian crossings and safe walking routes, and (iii) measures to improve cycle safety.

Larger Towns

	SCENARIO		
	A	B	C
Rail			✓✓
Bus	•	✓	✓✓
Walking	✓✓✓	✓	✓
Cycling	✓✓✓	✓	✓
Highway Infrastructure			✓✓
Demand Management		✓	
Park & Ride		✓	
Behavioural Change	✓		
Low Emission Vehicles	✓✓✓		
Alternative Fuels	✓✓✓		✓
Slower Speeds			
Freight Management			✓

Level of investment: ✓ = Low ✓✓ = Medium ✓✓✓ = High

• = as a minimum all scenarios include (i) improvement of bus stop facilities and locations, (ii) pedestrian crossings and safe walking routes, and (iii) measures to improve cycle safety.

Smaller Towns

	SCENARIO		
	A	B	C
Rail			
Bus	•	✓	•
Walking	✓✓✓	✓	•
Cycling	✓✓✓	✓	•
Highway Infrastructure			✓✓✓
Demand Management		✓	✓
Park & Ride		✓	
Behavioural Change	✓		
Low Emission Vehicles	✓✓✓		
Alternative Fuels	✓✓✓		
Slower Speeds			
Freight Management			

Level of investment: ✓ = Low ✓✓ = Medium ✓✓✓ = High

• = as a minimum all scenarios include (i) improvement of bus stop facilities and locations, (ii) pedestrian crossings and safe walking routes, and (iii) measures to improve cycle safety.

Rural Oxfordshire

	SCENARIO		
	A	B	C
Rail		✓	✓
Bus	•	•	✓✓
Walking	✓✓	•	✓
Cycling	✓✓	•	✓
Highway Infrastructure		✓✓	
Demand Management		✓	
Park & Ride			
Behavioural Change	✓✓✓		
Low Emission Vehicles	✓✓✓		
Alternative Fuels			
Slower Speeds	✓		✓✓✓
Freight Management		✓✓✓	

Level of investment: ✓ = Low ✓✓ = Medium ✓✓✓ = High

• = as a minimum all scenarios include (i) improvement of bus stop facilities and locations, (ii) pedestrian crossings and safe walking routes, and (iii) measures to improve cycle safety.

Summary of scenarios consultation responses

Oxford (133 responses)

Scenario A: Promoting Walking & Cycling	42%
Scenario B: Increasing Transport Choice	38%
Scenario C: Promoting Public Transport	15%
No preference	5%

Larger Towns (129 responses)

Scenario A: Promoting Lower Emissions	32%
Scenario B: Promoting Transport Choice	30%
Scenario C: Supporting Economic Growth	29%
No preference	9%

Smaller Towns (126 responses)

Scenario A: Promoting Lower Emissions	46%
Scenario B: Promoting Transport Choice	33%
Scenario C: Supporting Economic Growth	15%
No preference	6%

Rural Oxfordshire (153 responses)

Scenario A: Promoting Lower Emissions	30%
Scenario B: Managing Movements	16%
Scenario C: Promoting Transport Choice	48%
No preference	7%

A full set of consultation responses is available in the Members' Resource Centre.

Recommended Scenarios

	RECOMMENDED SCENARIOS			
	Oxford	Larger Towns (Bicester)	Smaller Towns	Rural Oxfordshire
Rail	✓✓	✓✓		✓
Bus	✓	✓✓(✓)	✓	✓✓
Walking	✓✓✓	✓✓	✓✓	✓✓
Cycling	✓✓✓	✓✓(✓)	✓✓	✓✓
Highway Infrastructure		✓✓		
Traffic Management	✓	✓	✓	
Park & Ride	✓✓	✓✓		
Behavioural Change	✓	✓(✓✓)	✓	✓
Low Emission Vehicles	✓✓✓	✓✓	✓✓	
Slower Speeds	✓			✓✓
Freight Management	✓✓✓			✓

Level of investment:

✓ = Low ✓✓ = Medium ✓✓✓ = High

(Additional ticks in brackets would apply if the Eco-Town in Bicester proceeds)

It should be noted that the levels of investment relate to all potential funding and not just County Council funding.

Oxford

The consultation indicated that the most popular scenario for Oxford was scenario A, hence the recommended scenario contains all of the elements that were included in that scenario. Scenario B was also selected by a large proportion of respondents therefore, in addition, the recommended scenario contains the elements of scenario B which were not already included in scenario A. A number of these additional elements were specifically requested to be added to scenario A by respondents who favoured that option. This includes increasing the level of investment in Bus from 'business as usual' to 'low'. The addition of Rail to both scenario A and B was also suggested by a number of respondents and this has also been added to the recommended scenario.

Larger Towns

The consultation responses for larger towns were fairly evenly spread between all three scenarios, hence the recommended scenario contains the elements from each scenario which officers consider take account of the consultation responses while creating a robust and coherent scenario for the larger towns. This included a medium level of investment in walking and cycling, which is an increase from scenarios B and C but a decrease from that which was included in scenario A and a

balance between new infrastructure to deal with the traffic generated by new development and measures to encourage more sustainable travel in the towns.

Bicester

A specific scenario for Bicester has been developed to recognise the significant level of investment in the town which will accompany the development of the eco settlement. This scenario is similar to that for the other larger towns in the county but recognises the fact that there is likely to be a greater level of investment in cycling, bus and behavioural change measures. The scenario for the larger towns will apply in Bicester should the Eco-Town in Bicester not proceed.

Smaller Towns

Almost half of respondents selected scenario A as their preferred option and one third chose scenario B. This is reflected in the recommended scenario, with all of the elements of scenario A being included with the exception of Alternative Fuels (see below). In addition the recommended scenario also contains some elements of scenario B which were not included in scenario A.

Rural Oxfordshire

Scenario C was the preferred scenario from the consultation responses and the recommended scenario reflects this by including all of the elements of scenario C but with a reduction in the level of investment in Slower Speeds from high to medium reflecting the views of some respondents' that this should not be included and would have meant promoting a substantial change in speed limits across the county. In addition the recommended scenario includes elements of Behavioural Change and Freight Management, in addition to increases in the level of investment in walking and cycling, as these were popular additions to scenario C suggested by respondents.

Overall

The scenarios represent a balanced approach when considered for each settlement type and when combined for Oxfordshire as a whole. They include investment across all modes and recognise that investment in certain measures is desirable across the county, for example measures to promote behavioural change.

Alternative Fuels has been removed from all scenarios as officers agree with the large number of respondents who felt that this would be more effectively addressed nationally and should not be included in any of these scenarios.

Officers consider that 'Traffic Management' more accurately represents the type of measures that would be included under this heading than the title of Demand Management that was used during the consultation, hence Traffic Management is used in the recommended scenarios set out in the table above.

Timetable for completion of the Local Transport Plan

20 July	Cabinet approval of preferred scenarios
July – September	Preparation of draft Plan for consultation (including area strategies)
21 September	Cabinet approval of draft Plan for consultation
1 October 2010 – 9 January 2011	Consultation on draft Plan
January – March 2011	Preparation of final Plan
15 March 2011	Cabinet Approval of final Plan
April 2011	Adoption of final Plan by Council

Recommended changes to approved policies**ANNEX 6**

Following further discussion with colleagues and stakeholders, officers consider it appropriate to recommend some revisions and additions to the draft policies approved in March 2010 as the basis of further development of the Plan. These changes are set out below.

Policy	Approved text	Recommended new text
NM2	Oxfordshire County Council will ensure that travel information is timely, accurate and easily accessible.	Oxfordshire County Council will ensure that travel information is timely, accurate and easily accessible in a range of appropriate formats.
BS4	Oxfordshire County Council will support the development of a network of community transport schemes to complement and supplement the county's network of scheduled bus services.	Oxfordshire County Council will support community transport to complement and supplement the county's network of scheduled bus services. <i>(Community transport are flexible transport services to serve social needs and include Dial-a-Ride, voluntary and local transport schemes)</i>
BS6	Oxfordshire County Council will work with public transport operators and other partners, including meeting its commitments as part of the agreed Quality Bus Partnership, to: <ul style="list-style-type: none"> I. improve ticketing arrangements to make travel easier, particularly where these reduce boarding times II. ensure that good quality information is publicly available for all and that this contributes to increasing the attractiveness of public transport. 	Oxfordshire County Council will work with public transport operators and other partners to: <ul style="list-style-type: none"> i. improve ticketing arrangements to make travel easier, particularly where these reduce boarding times; ii. ensure that good quality information is publicly available, in a range of appropriate formats, for all and that this contributes to increasing the attractiveness of public transport; iii. encourage social inclusion by ensuring or insisting that services are run by low floor buses and driven by drivers trained in customer care and disability awareness.
BS7	Oxfordshire County Council will develop and manage a policy for managing the national Concessionary Fares scheme in Oxfordshire.	Oxfordshire County Council will develop and manage the national Concessionary Fares scheme in Oxfordshire.
BS9	Oxfordshire County Council will assist in the development of scheduled coach services by providing facilities where justified	Oxfordshire County Council will assist in the development of scheduled inclusive coach services by providing facilities where

	by actual or potential demand, and will consider pump-priming funding for these where appropriate.	justified by actual or potential demand, and will consider pump-priming funding for these where appropriate and available.
PTI2	Oxfordshire County Council will develop high quality, welcoming infrastructure for passengers at public transport interchanges, including Park & Ride sites and main railway stations.	Oxfordshire County Council will develop high quality, inclusive and welcoming infrastructure for passengers at public transport interchanges, including Park & Ride sites and main railway stations.
PTI3	Up-to-date, comprehensive information about public transport services and links to ticketing technology will be made available at interchanges, bus stops and other places.	Up-to-date, comprehensive information about public transport services and links to ticketing technology will be made available in a range of appropriate formats at interchanges, bus stops and other places.
TP4	New policy	Oxfordshire County Council will work closely with healthcare providers in Oxfordshire to increase non-car travel for health purposes, and address how walking and cycling can contribute to encouraging more exercise, improving fitness and reducing obesity.
P4	New policy	The specific needs of disabled drivers, including international blue badge holders, will be taken into account when developing local parking strategies.
SEPR2	Oxfordshire County Council will carry out a de-cluttering of the street environment, either as part of specific improvement schemes or in association with other improvement or maintenance schemes. <i>(De-cluttering is the removal of unnecessary street signs, traffic control equipment and other street furniture in order to produce a more attractive and efficient local environment in town centres and other similar areas).</i>	Oxfordshire County Council will carry out a de-cluttering of the street environment, either as part of specific improvement schemes or in association with other improvement or maintenance schemes. <i>(De-cluttering is the removal of unnecessary street signs, traffic control equipment and other street furniture in order to produce a more attractive, effective and efficient local environment in town centres and other similar areas).</i>
SEPR3	Street Audit processes will be used to determine the nature of street environment and public realm improvements. <i>(Street audits use the knowledge of local people to</i>	Street Audit processes and consultations will be used to determine the nature of street environment and public realm improvements. <i>(Street audits apply</i>

	<i>evaluate the quality of the local area and propose improvements).</i>	<i>the knowledge of local people to evaluate the quality of the local area and propose improvements).</i>
SEPR4	New policy	The needs of mobility and visually impaired people will be fully taken into account in the design of any shared space or pedestrianisation scheme.
D1	Consultation with disabled people and their representatives will take place at the earliest stage in the development of schemes and initiatives so that the needs of all groups are considered and where appropriate acted upon.	Continuing consultation with disabled people and their representatives will take place from the earliest stage in the development of schemes and initiatives so that the needs of all groups are considered and where appropriate acted upon.
D2	Oxfordshire County Council will provide disability awareness training for all appropriate staff.	Oxfordshire County Council will provide appropriate disability awareness training for all staff, councillors and contractors.
D4	New policy	When developing or upgrading cycling or pedestrian routes, the needs of disabled people should be taken fully into account, including the provision of dual use facilities where practicable. <i>(Dual use facilities are ones which can cater for wheelchair , including powered wheelchair, and buggy use)</i>
<i>Disability policies may be re-numbered in final document</i>		
PROW1	Public Rights of Way and accessible natural areas will be developed to better meet the needs of walkers, cyclists and equestrians, including those with disabilities.	Public Rights of Way and accessible natural area infrastructure will be made easier to use to better meet the needs of walkers, cyclists and equestrians, including those with disabilities.
PROW2	Public Rights of Way and accessible natural areas will be protected and maintained to enable access for all.	Public Rights of Way and accessible natural areas and assets will be protected and maintained.
PROW3	Oxfordshire County Council will develop a more joined-up Public Right of Way network that meets the needs and demands of users whilst accommodating the interests of land managers, the natural environment and our cultural heritage.	Network improvements and initiatives to enable walking, cycling and horse riding for local journeys, recreation and health, including for people with disabilities, will be sought through developer contributions and planning conditions, and as part of integrated green infrastructure or transport networks in a locality. <i>(Green infrastructure is the term for</i>

		<i>provision and management of connected and substantial networks of accessible, multi-functional green space.)</i>
PROW4	The Rights of Way network will contribute towards a thriving countryside where residents and visitors are able to understand and enjoy their rights, in a responsible way.	The Public Rights of Way and accessible natural area network will contribute towards developing a thriving and more inclusive countryside where residents and visitors are able to understand and enjoy their rights, in a responsible way.
<i>Rights of Way policies may be re-numbered in final document</i>		
TPHV1	Oxfordshire County Council promotes the continued use and growth of taxi services (Hackney Carriage and private hire vehicles) in order to meet local transport and accessibility needs, including those of disabled people.	Oxfordshire County Council promotes the continued use and growth of more inclusive taxi services (hackney carriage, private hire vehicles and dial-a-ride services) in order to meet local transport and accessibility needs, including those of disabled people.
TPHV2	Oxfordshire County Council will liaise with licensing authorities on the provision and location of taxi rank capacity and minimising conflicts between taxis and buses.	Oxfordshire County Council will liaise with licensing authorities on the provision and location of taxi rank capacity and minimising conflicts between taxis and other road users.
AT2	Oxfordshire County Council will promote the use of more sustainable transport modes to access air travel.	Oxfordshire County Council will promote the use of more sustainable and inclusive transport modes to access air travel.
WW1	Oxfordshire County Council will encourage the continued and increased use of the county's waterways, as well as support opportunities for expanded freight transport on the waterways network where this would not cause unacceptable local problems.	Oxfordshire County Council will encourage the continued, increased and inclusive use of the county's waterways, as well as support opportunities for expanded freight transport on the waterways network where this would not cause unacceptable local problems.