

CABINET – 15 MARCH 2011

LOCAL TRANSPORT PLAN 3, 2011-2030

ADDENDUM

(1) Comments from Natural England

Natural England was consulted on the contents of the Habitats Regulations Assessment. They were generally supportive of the contents of the LTP, particularly the encouragement of more walking and cycling. The main points, along with an officer response, were:

1. Tackling Congestion - Natural England felt that this section was not written in a way to give confidence that traffic reduction would be preferred to capacity increases. Officer response - text in paragraphs 5.3 and 5.4 to be re-written to be more definite and proactive ("will" rather than "could")
2. Supporting Development - Natural England felt text should include statement that where new developments increase traffic affecting an internationally designated site then assessment would be required under the Habitats Regulations. Officer response - add appropriate text to paragraph 8.4
3. Reducing Environmental Impact – Natural England:
 - does not consider Policy RE1 to be strong enough and that policy is at odds with proposals for new roads associated with Science Vale UK Strategy in North Wessex Downs AONB. Officer response - insert text in paragraph 10.1 to state that any scheme would need to be assessed in its own right for impact on the environment; and that for major schemes, in particular those in or near to AONBs, this will require a more rigorous consideration at decision making stage; no change to Policy RE1
 - suggested new text for how impacts of transport will be dealt with "avoid, mitigate or, where this is not possible, compensate for the impacts" Officer response - add suggested text
 - would wish air quality impact on sensitive habitats to be taken into consideration. Officer response - monitoring is the responsibility of district councils and would not be appropriate to include commitments for them within this plan. Monitoring as suggested would go beyond requirements of National Air Quality Strategy. No change.

(2) Comments from Oxfordshire Strategic Planning & Infrastructure Partnership

Organisation	Comment	Response
Oxford City Council	<p>(i) Reference should be made to the fact the whole City is an Air Quality Management Area (AQMA) and the implications of this</p> <p>(ii) The Northern Gateway site should be supported and specifically referred to in the LTP3 document</p>	<p>(i) Text in summary document to be revised to make it clear that a citywide AQMA has been declared (to be included in post Cabinet version).</p> <p>(ii) The Northern Gateway is included in para 13.27 as one of the sites in Oxford could have a significant impact on the network, and is shown as one of the future development sites in Oxford figure 5. The need for additional text for Northern Gateway, to make it clear that a robust transport solution will need to be implemented, to be considered.</p>
Cherwell District Council	<p>(i) Lack of allocation to Bicester Transport schemes</p> <p>(ii) Need to include in the document and notify districts of the estimated costs of the priority schemes listed for the plan period</p> <p>(iii) Where schemes are not fully funded, useful to indicate the expected gap amount and the intent to seek developer funding</p>	<p>(All points) Full LTP programme including all Developer Funding to be further developed and costed over the next few months with a view to a much more comprehensive delivery programme being included in the first annual update of the document in 2012. SPIP to be fully involved in this process.</p>

(3) **Replace** Text in Annex 3, bullet point (ii) with the following:

(ii) Additional schemes (*denotes Local Investment Plan Scheme)

The following additional strategic schemes have been identified for potential delivery during the Plan period. Because of the long lead times that are often involved in scheme development, work on some of these schemes may commence in the short term but implementation may not happen until later in the Plan period.

- Frideswide Square and approaches - remodelling
- Oxford Rail Station Transfer Deck*
- Thornhill Park & Ride expansion and parking management*
- A40/A44/A34 Oxford Northern Approaches *
- Science Vale Transport Package:
 - Harwell Strategic Link Road
 - Harwell Field Link Road
 - Wantage Eastern Link Road
 - Rowstock junction upgrade
 - Rowstock Western Link
 - Featherbed Lane Improvement
 - Grove & Wantage Rail Station
 - Science Vale Strategic Public Transport and Cycle Networks*
- A41 park & ride and bus priority, Bicester *
- Oxford Eastern Arc improved access to employment, including public transport enhancement
- Increased Park & Ride capacity and infrastructure, including potential remote Park & Ride
- Bicester Eastern Perimeter Route Improvement
- Carterton-Witney-Eynsham-Oxford corridor capacity improvements
- A40/Downs Road junction

Details of the more local/smaller area strategy schemes needed to deliver the area strategies will be presented to future Cabinet meetings as separate papers. Those schemes will then also be used to collect developer contributions towards the town strategy, and if justified be funded from the Integrated Transport block as yet unallocated in the capital programme. Other supporting measures which may be put forward for this funding include better travel information, network management and smart ticketing. It is also expected that significant progress would be made by other agencies on the following Local Investment Plan schemes by 2021:

- Chiltern Railways Evergreen 3
- East West Rail (western section)
- M40 Junction 9 Improvements
- South West Bicester Perimeter Road
- Didcot northern perimeter road Phase 3
- Cotswold Line re-doubling