

# Local Transport and Connectivity Plan - Vision Document January 2021

## Foreword

Transport affects all of our resident's lives and helps to support our world leading business base. However, there is a need to address how people move around the county. Current trends of car use have contributed to congestion and public health issues across the county.

In order to address these challenges, we recognise that there is a need to reduce the need to travel and discourage unnecessary individual private vehicle use.

We plan to do this by making active travel, public and shared transport the natural first choice. Not only will this support our aspirations for economic growth and a zero carbon county by 2050, it will also improve health and wellbeing, making Oxfordshire a better place to live.

Signature

Councillor Ian Hudspeth  
Leader Oxfordshire County Council

We are publishing this vision document at an unprecedented time. We are dealing with the impacts of the COVID-19 pandemic, as well as working to address the climate emergency and manage planned growth in the county.

Transport has a central role to play in responding to all of these challenges and enabling the county to prosper. Whilst we must reflect the short term impacts of COVID-19 on travel, it is important that we remember the need for a clear long term plan for transport in the county.

The LTCP vision is the first step in developing a long term plan and will outline the framework for delivering a more sustainable, prosperous and healthier Oxfordshire.

Signature

Councillor Yvonne Constance OBE  
Cabinet Member for Transport and the Environment



Councillor Ian Hudspeth  
Leader of Oxfordshire County Council



Councillor Yvonne Constance OBE  
Cabinet Member for Transport and  
the Environment

## Introduction

Local Transport Plans are statutory documents, 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.

There are three main reasons why we need to develop a new Local Transport Plan. These are to reflect new priorities, account for new funding opportunities and incorporate new ideas and strategies.

The local and regional policy context has changed significantly since the publication of LTP4. Work to develop an Oxfordshire Strategic Vision and Oxfordshire Plan 2050 is currently progressing, the County Council have adopted a Climate Action Framework and England's Economic Heartland has published a draft regional transport strategy. The new LTCP is an opportunity to develop a strategic transport policy framework that reflects these changes.

We conducted an engagement activity as the first stage of developing the new LTCP from the 4<sup>th</sup> March 2020 to the 17<sup>th</sup> May 2020. As part of this engagement respondents were invited to comment on 28 topic papers through the online consultation portal, or by email.

In total 735 responses to the engagement were received, both from individuals and organisations. We have now completed a detailed analysis of the responses received; the full engagement summary has been published alongside this document.

We have used feedback received in the engagement exercise and an analysis of data to help shape our draft transport vision and key themes in this document. A detailed baseline report containing the evidence base we have analysed is provided alongside this vision document. The purpose of the remainder of this document is to introduce our approach, the draft vision, key themes and outline next steps.

## What does this document do?

### Our approach

We are developing and consulting upon the LTCP in a 2-stage approach. These stages follow on from the initial topic paper engagement earlier this year. The 2 stages are summarised as follows:

- **Stage 1:** Development of the draft LTCP vision and key themes.
- **Stage 2:** Development of the full LTCP including updated vision and key themes, area strategies, and policies for priority areas of focus.

### What does the vision do?

The purpose of developing a transport vision is to set out the overarching direction for transport in Oxfordshire. The vision will ensure that we have outlined a clear long-term ambition for transport in the county and will underpin all the policies and schemes included in the LTCP document. It will also ensure that we both take account of and inform wider strategy development.

We are setting out and consulting upon the draft vision and a set of supporting key themes so that residents and stakeholders can feedback on the direction the LTCP is heading in. This approach is part of our commitment to meaningful engagement and will enable us to adapt the vision before it informs the full LTCP's content.

### Vision in context

The introduction highlighted that the local and regional context has changed significantly since the publication of LTP4. This section provides more detail about those strategies to outline the local context and how they have informed the development of the LTCP.

#### Oxfordshire Strategic Vision

The Oxfordshire Growth Board are developing a Strategic Vision for Oxfordshire<sup>1</sup>. The Strategic Vision will help establish a common and shared ambition to guide the focus of plans, strategies and programmes for Oxfordshire. The LTCP will play an important role in helping to deliver the emerging Strategic Vision and we have considered this carefully in developing the draft LTCP vision.

#### Oxfordshire Plan 2050

In support of future growth, the district councils in Oxfordshire are working together to produce a Joint Statutory Spatial Plan known as 'the Oxfordshire Plan'<sup>2</sup>. The Oxfordshire Plan will provide a strategic planning framework for Oxfordshire to 2050, setting out housing, employment and infrastructure needs. The LTCP is being developed in line with the Oxfordshire Plan to consider its outputs.

<sup>1</sup> <http://democratic.whitehorsedc.gov.uk/mgChooseDocPack.aspx?ID=2820>

<sup>2</sup> <https://oxfordshireplan.org/>

### Oxfordshire County Council Climate Action Framework

In October 2020 the County Council approved a Climate Action Framework<sup>3</sup>. The document sets out the county council's plans to make itself a carbon neutral organisation by 2030, and to enable Oxfordshire as a whole to become zero-carbon by 2050. The LTCP will play an important part in helping deliver these commitments and will outline in more detail how transport will contribute to these ambitions.

### Local Industrial Strategy

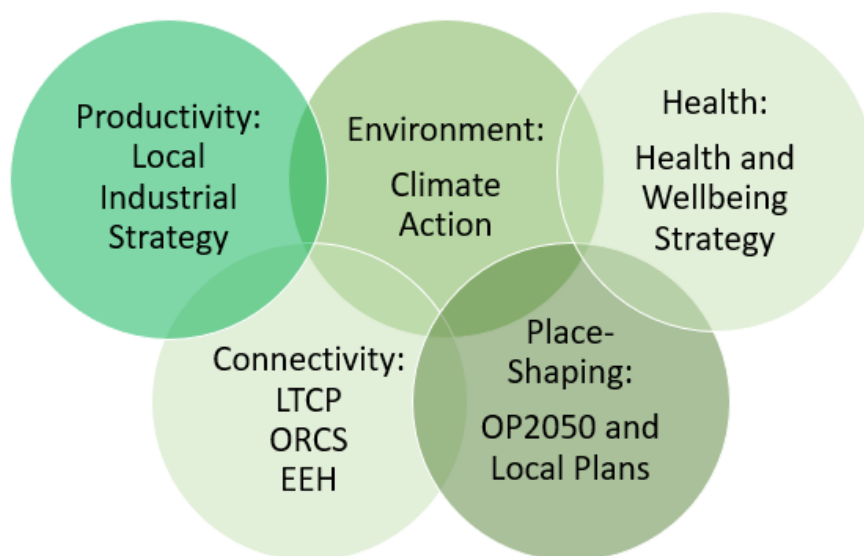
The Local Industrial Strategy sets out an ambitious plan to build on Oxfordshire's strong foundations and world-leading assets, to deliver transformative growth which is clean and sustainable<sup>4</sup>. The LTCP will help to deliver these aspirations and will ensure there is the transport network required to support growth aspirations.

### Joint Health and Wellbeing Strategy

The Joint Health and Wellbeing Strategy sets out how the NHS, Local Government and Healthwatch will work together to improve resident's health and wellbeing<sup>5</sup>. The LTCP can help to deliver some of these improvements and specifically takes forward priorities around Healthy Place Shaping.

### England's Economic Heartland

Oxfordshire County Council is a part of England's Economic Heartland (EEH) sub-national transport body. EEH covers 11 Local authorities, including all of the Oxford to Cambridge arc. EEH have recently published a draft transport strategy for the region which the LTCP will align with and help to deliver<sup>6</sup>.



*Diagram showing the LTCP context and strategy linkages*

<sup>3</sup> [https://www.oxfordshire.gov.uk/sites/default/files/file/about-council/OCC\\_Climate\\_Action\\_Framework-August2020.pdf](https://www.oxfordshire.gov.uk/sites/default/files/file/about-council/OCC_Climate_Action_Framework-August2020.pdf)

<sup>4</sup> [https://www.oxfordshirelep.com/sites/default/files/uploads/Oxfordshire-SINGLE-PAGE\\_1.pdf](https://www.oxfordshirelep.com/sites/default/files/uploads/Oxfordshire-SINGLE-PAGE_1.pdf)

<sup>5</sup> <https://www.oxfordshire.gov.uk/sites/default/files/file/constitution/oxfordshirejointwbstrategy.pdf>

<sup>6</sup> <http://www.englandseconomicheartland.com/Documents/Draft%20Transport%20Strategy.pdf>

**Q: Have we identified the key related strategy and policy developments in Oxfordshire? (YES/NO) If not, what have we not included?**

## The Challenge

### Oxfordshire's transport system

Oxfordshire's transport system affects all resident's lives. It plays a role in connecting our communities, supporting the 30,000 businesses in the county and enabling journeys for education, leisure and work. Therefore, it is vital that we create a plan for a transport system that will be resilient, addresses existing challenges, enables all residents to have a high quality of life and creates a healthy, sustainable county.

### The private car

There has been a huge rise in car use across the UK since 1952. We have seen this national trend reflected within Oxfordshire with a 36% increase in vehicle miles since 1993<sup>7</sup>. Car ownership and usage is particularly high outside Oxford where 87% of households own a car<sup>8</sup>.

Whilst cars have increased personal mobility, they are having negative impacts. Congestion is disrupting journeys and accommodating and managing vehicles in our towns and villages has created environments that have become less welcoming places for people.

**70% of commuting trips to Oxford are made by car**

### Future growth

Current forecasts are for over 85,000 new jobs and 100,000 new homes in the county by 2031. This growth will have a significant impact on our transport network, with an increasing number of people and goods needing to use it. Given the scale of growth, more radical solutions are needed to transform transport in Oxfordshire.

**25% more commuter journeys could happen to Oxford by 2031**

### Connectivity

Whilst Oxfordshire has good connectivity along certain corridors, there are notable areas that suffer from poor connectivity. Poor public transport connectivity is a particular issue in the County, especially in rural areas. There is also a need to improve active transport connectivity to enable more walking and cycling journeys.

### Wider Challenges

Transport is also critical to addressing wider challenges, notably public health and climate action. Addressing private car use is central to this as cars contribute significantly to greenhouse gas emissions and are having negative impacts on public health through air pollution and physical inactivity.

**33.3% of Greenhouse Gas emissions in Oxfordshire are from road transport**

**Q: Have we identified the key transport and connectivity challenges for Oxfordshire? (YES/NO). What other key changes should we consider as we develop the LTCP in more detail?**

<https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics>

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## Vision

### Vision Development

We have developed our draft vision following analysis of the engagement activity, through engagement with stakeholders and through an analysis of transport data. We have also sought to align our transport vision with the broader vision for Oxfordshire that is emerging as part of the Oxfordshire Growth Board Strategic Vision work, Oxfordshire Plan 2050 and England's Economic Heartland's (EEH) transport strategy.

### Supporting Analysis

As part of the LTCP development process, we have collected a range of evidence to identify the current situation, challenges and opportunities. This has informed the LTCP vision development process and helps us understand why the vision and key themes are necessary for Oxfordshire. The evidence will also be used to underpin the detailed LTCP document development process.

This section provides a summary of our engagement activity analysis and evidence base analysis. A more detailed analysis can be found in the supporting engagement and baseline evidence reports.

#### Engagement Activity

The engagement activity gave us a good overview of current views on a wide range of transport topics relevant to Oxfordshire. Based on these responses, we believe that overall, there is support for an approach to developing the LTCP that:

- Recognises the need to develop active and healthy travel modes, and new facilities and networks to support pedestrian and cycle travel.
- Supports development of a transport system that both reduces climate impacts and improves air quality.
- Sets out plans to improve public transport across Oxfordshire, including improved bus and rail services.
- Recognises that different approaches may be more suitable for different areas e.g. between rural and urban areas.
- Considers how best to improve connectivity in a wider context, including measures such as broadband improvements that reduce the need to travel.
- Addresses how best to manage modes of transport with particular needs e.g. motorcycles and freight vehicles.
- Considers the role of Park and Rides and sets out a clear future strategy for the development of these.

**Q: Based on our analysis of the engagement activity do you think that we have identified the key points? (YES/NO). If you disagree, what key points do you think we have missed?**

### Evidence Base Analysis

A summary of the key findings from our evidence base analysis is provided below. The more detailed evidence base can be found in the supporting baseline report.

- Total vehicle miles driven in Oxfordshire increased by **29% between 1993 and 2019**<sup>9</sup>. At the same time, average speeds on Oxfordshire's local 'A' roads have decreased by 2% since 2015<sup>10</sup>.
- In Oxfordshire, it was estimated that **3,578 years of healthy life were lost** due to air pollution in 2017<sup>11</sup>.
- Road transport is responsible for **33.3% of greenhouse gas emissions** in the county, making it the largest sector<sup>12</sup>. Addressing vehicle usage is therefore critical to reducing emissions and improving air quality.
- Bus usage in the county has been **declining since 2013/14**<sup>13</sup>.
- Whilst Oxfordshire is in a good starting place with regards to current walking and cycling levels, **more still needs to be done** to encourage usage.
- Plans for **100,000 new homes in the county by 2031** will increase pressure on the transport network. As a result, more radical solutions will be needed to transform transport in Oxfordshire.
- Obesity is below the national average, but levels have **increased by over 4%** since 2015<sup>14</sup>. Encouraging active and healthy travel can help to address this.
- Oxfordshire has **above average levels of physical activity** but there is still a need to further improve this through measures to encourage active travel.
- Oxfordshire is the **most rural county** in the South East with 2.6 people per hectare compared with the regions average of 4.8 people per hectare.

**Q: Have we identified the key evidence for Oxfordshire? (YES/NO). What other evidence should we review as we develop the LTCP in more detail?**

### Draft Vision

*“Our Local Transport Plan Vision is for a net-zero Oxfordshire Transport system that enables the county to thrive as one of the world’s leading innovation economies, whilst supporting clean growth, protecting our rich and varied natural and historic environment and being better for health and wellbeing, social inclusivity and education.*

*Our Plan sets out to achieve this by reducing the need to travel, securing high quality gigabit connectivity, and by discouraging unnecessary individual private vehicle use through making active travel, public and shared transport the natural first choice.”*

**Q: Do you agree with our draft vision? (YES/NO). If you disagree, how can we improve it?**

**Q: Our evidence base work has identified that much of Oxfordshire is rural in nature. In the context of the proposed vision, how do you think the approach to improving connectivity in rural areas should differ to more urban areas?**

<sup>9</sup> Department for Transport: Car Vehicle traffic (Vehicle miles) by local authority in Great Britain, annual from 1993

<sup>10</sup> Planning for Transport: Local Transport Plans (LTPs) and Local Transport Authorities (LTAs) in England

<sup>11</sup> Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2020

<sup>12</sup> Scatter Cities

<sup>13</sup> Department for Transport: Passenger journeys on local bus services by local authority: England, from 2009/10

<sup>14</sup> Public Health England Profiles



<sup>9</sup> [Department for Transport: Car vehicle traffic \(vehicle miles\) by local authority in Great Britain, annual from 1993](#)  
<sup>10</sup> [Department for Transport: Monthly and 12 month rolling average speeds on local 'A' roads in England](#)  
<sup>11</sup> [Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2020](#)  
<sup>12</sup> [Scatter Cities](#)  
<sup>13</sup> [Department for Transport: Passenger journeys on local bus services by local authority: England, from 2009/10](#)  
<sup>15</sup> [Public Health England Profiles](#)

omes. These are on of the vision.

We have also identified the outcomes we hope to deliver for each key theme.

In support of the key themes, we have identified the proposed policy focus we believe are required to achieve these outcomes. These are outlined below and include examples of what might be included under each area in the detailed LTCP.

Our proposed key themes are:



**Environment**

**Outcome:** Sustainable communities that are resilient to Climate Change, enhance the natural environment, improve biodiversity and are supported by our zero-carbon transport network.



**Health**

**Outcome:** Improved health and wellbeing and reduced health inequalities enabled through active and healthy lifestyles and inclusive, safe and resilient communities.



**Place Shaping**

**Outcome:** Sustainable and resilient communities which provide healthy places for people and a high-quality environment capitalising upon the exceptional quality of life, vibrant economy and dynamic communities of our county.



**Productivity**

**Outcome:** A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, zero-carbon transport network.



**Connectivity**

**Outcome:** Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the county, enabling greater choice and seamless interchange between sustainable modes.

<b>Proposed Policy Focus Areas</b>	
<b>Active and Healthy Travel</b>	Greenways
	Local Cycling and Walking Infrastructure Plans
	Interchange with Public Transport
	Strategic Active Travel Network
	Transport user hierarchy
<b>Public Transport</b>	Bus Strategy
	Rail
	Park and Ride
	Mobility hubs
	Demand Responsive Transport
<b>Air Quality</b>	Green Infrastructure
	Clean Air / Zero Emission Zones
	Zero emission vehicles
<b>Road Safety</b>	Safety improvements
	Equestrians
	Motorcycles
<b>Healthy Place Shaping</b>	Low Traffic Neighbourhoods
	School Streets
	Healthy Streets Approach
<b>Innovation</b>	Living Lab
	Micromobility
	Shared mobility
<b>Freight</b>	Road and rail freight
	E-cargo bikes
	Freight consolidation
<b>Digital Connectivity</b>	Gigabit expansion
	Home working
<b>Regional Connectivity</b>	Cross boundary transport network
	England's Economic Heartland / OxCam Arc
<b>Local Connectivity</b>	Transport corridors
	Rural transport
	Area transport strategies
	Connecting Oxford
<b>Network and Congestion Management</b>	Network Management Policy
	Demand management
	Highways Asset Management Plan
	Parking management

**Q: Do the key themes and policy focus areas identified reflect the wider priorities for Oxfordshire and the public and stakeholder engagement we have undertaken to date? (YES/ NO). If no, what is missing?**

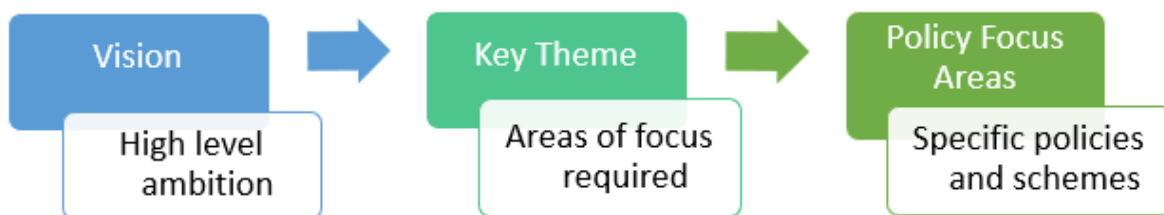
**Q: One the key areas identified as needing careful consideration based on the engagement feedback is the future of Park and Ride? How do you think we should develop park and rides in order to support the vision and key themes?**

### Achieving the Vision

The detail surrounding how we will deliver the vision will be included in the full LTCP document. The LTCP will be structured around the policy focus areas in order to demonstrate how each area contributes to the themes, outcomes and vision.

As indicated on the table, each policy focus area will contain the specific policies and schemes required to deliver the key theme outcomes and overall vision. Detailed work will be conducted to refine these and develop them in more detail following this consultation. This will involve input from key stakeholders and an assessment of the proposals against our vision and key themes.

The structure for how we will develop the LTCP is outlined below. We believe that by developing the LTCP in this way will ensure that all policies and schemes have clear links to the overarching principles.



We are also working to establish how delivery of the LTCP will be monitored, with full details to be included in the detailed LTCP document. As part of this work we have identified a proposed set of measurables that could be used to monitor the LTCP. These are included below for initial feedback:

#### Proposed Measurables

- Transport emissions
- Biodiversity
- Walking and cycling trips
- Public transport trips
- Number of KSI in road traffic accidents
- Physical activity
- Impacts of air pollution
- Jobs and employment
- Economic growth
- Digital network coverage
- Journey times
- Road maintenance condition
- Healthy Streets Check
- Journey time reliability
- Congestion
- Obesity

**Q: Do you think the proposed measurables are suitable for monitoring the LTCP (YES/NO)? Are there any other measurables that we should consider?**

## Next Steps

Following consultation on this Vision document we will update the vision, key themes and policy focus areas accordingly based on the feedback received. Work will then commence on developing the detailed LTCP which will include the specific policies, schemes and supporting detailed strategies for local areas, freight and public transport.

An 8-week statutory consultation will be conducted on the detailed LTCP before it is formally adopted by Oxfordshire County Council. The timeline below shows our anticipated dates for this process.

