

LTCP Questionnaire

Introduction

This questionnaire relates to our new Local Transport Plan, a statutory document 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.

The LTCP outlines our long term vision for transport in the county and the policies required to deliver this. The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes we (or other transport organisations) implement.

The LTCP is a wide ranging document that will be used by a range of people and will support a range of functions. We recognise this and have attempted to make it easy to navigate. You can read a clear, high level summary of our key messages in the executive summary. If you are interested in further detail, you can use the contents table to navigate to the relevant section of the LTCP.

You do not have to answer all the questions. We have made most questions in this questionnaire optional so that you can focus on those that are most relevant to you.

1

Vision

We have developed a transport vision to set out the overarching direction for transport in Oxfordshire. It has been informed by previous rounds of engagement/consultation.

The vision outlines a clear long-term ambition for transport in the county and underpins the policies in this document. The vision also ensures that we both take account of, and inform, wider strategy development.

“Our Local Transport Plan Vision is for a zero-carbon Oxfordshire transport system that enables all parts of the county to thrive.

Our transport system will enable the county to be one of the world’s leading innovation economies, whilst supporting clean growth, tackling inequality and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education.

Our plan sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice.”

To what extent do you support the vision?

Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the vision?

2

Key themes

In support of the vision we have identified five key themes. These are the specific areas we are seeking to transform through implementation of the vision. We have also identified the outcomes we hope to deliver for each key theme which can be found in the LTCP. Our key themes are:

- Environment
- Health
- Place Shaping
- Productivity
- Connectivity

To what extent do you agree with the key themes?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
Environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Health	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Place Shaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Productivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the key themes?

7

Headline Targets

In order to track delivery of the vision and key themes we have identified some headline targets. These will help us to quantify progress made on delivering the vision and ensure that we are on track to deliver the vision.

By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire

By 2040 our targets are to:

- Deliver a zero-carbon transport network
- Replace or remove 1 out of every 3 current car trips in Oxfordshire

By 2050 our target is to:

- Deliver a transport network that contributes to a climate positive future

To what extent do you agree with the headline targets?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree
2030 targets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2040 targets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2050 targets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the headline targets?

8

LTCP Policies

The majority of the LTCP outlines our transport policies. These policies will be used to influence and inform how we manage transport, influence spatial planning and the types of schemes we (or other transport organisations) implement. The policies are grouped according to policy focus area which were identified in support of the vision and key themes.

The policy focus areas were included in the LTCP vision consultation. We have amended the policy focus areas based on the feedback received and added several new policies as a result.

We have summarised all of the LTCP policies in the following sections. **You can choose which sections you would like to respond to and do not need to select a response for every policy.** You can find more detail about what is proposed by each policy in the LTCP document.

Which policy focus areas you would like to respond to? (You will have the option to respond to further sections upon completion). If you do not wish to comment on any policy focus areas please select 'next question'.

Skip logic will take respondents to the relevant questions based on their selection. Questions for sections not selected will automatically be skipped

- Walking and cycling
- Healthy place shaping
- Road safety
- Public transport
- Digital connectivity
- Environment, carbon and air quality
- Network, parking and congestion management
- Innovation
- Data
- Freight and logistics
- Regional connectivity and cross-boundary working
- Local connectivity
- Next question (takes to Q22)

9

Walking and Cycling

Encouraging increased levels of walking and cycling will be central to delivering our vision for travel in Oxfordshire. More people choosing to walk and cycle will improve the mental and physical health of Oxfordshire's residents and make Oxfordshire's streets more welcoming, safe and relaxing places.

Increasing walking and cycling will be a key part of reducing private car usage. Reduced private car usage is essential to achieving our ambition for a zero-carbon transport network and it will help to improve air quality, address climate change and tackle associated health and inequality issues.

This chapter outlines the high level policies that will help us to deliver increased walking and cycling. A summary of each policy is provided below.

Transport user hierarchy – Schemes will be developed, assessed and prioritised according to the transport user hierarchy. The hierarchy places walking, cycling and riding, public and shared transport above the private car.

Cycle and walking networks – We will work with stakeholders to develop attractive and comprehensive walking and cycling networks.

Local Cycling and Walking Infrastructure Plans (LCWIPs) – We will develop LCWIPs for all main urban settlements by 2025.

Strategic Active Travel Network – We will develop a Strategic Active Travel Network to identify key routes for walking and cycling between key destinations or corridors and prioritise interventions to such routes.

Greenways – We will develop Greenways across the county providing leisure commuting routes for people walking, cycling and equestrians.

Community activation – We will ensure that improvements to cycling and walking networks are supported by community activation measures that enable the whole community to benefit from these improvements.

To what extent do you support the policies set out in the ‘Walking and Cycling’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Transport user hierarchy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle and walking networks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local Cycling and Walking Infrastructure Plans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Strategic Active Travel Network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greenways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community activation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rural journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Walking and Cycling’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

10

Healthy place shaping

We also need to consider the wider role of how we design our urban environment to make it easy and enjoyable for people to walk and cycle, including the design and connectivity of our streets.

Designing streets that prioritise people over motor vehicles will create places where people feel welcome, safe and choose to walk and cycle. However, there is a need for a new approach to street design if these aspirations are to be met.

The 'Healthy place shaping' chapter outlines the policies that will support this new approach. A summary of each policy is provided below.

Healthy Streets Approach – We will embed the Healthy Streets Approach into relevant guidance and decision making processes. The Healthy Streets Approach provides a framework for making human health the central aspect of planning.

Health Impact Assessment – Health Impact Assessment screening or full assessments will be required for all major schemes or plans where potential health issues are likely to arise.

Guidance and standards for new development – We will embed our standards for residential developments into relevant guidance and decision making processes and work with our District and City Councils to reflect them in local planning guidance.

Low Traffic Neighbourhoods – We will support the extension of Low Traffic Neighbourhoods (LTNs). LTNs are residential areas where through motor traffic is prevented by traffic filters, whilst still allowing access for cycling and micromobility.

20-minute neighbourhoods – We will work with our District and City Councils to support and apply the 20-minute neighbourhood concept. This seeks to provide residents with relevant goods and services within a 20 minute walk.

School Streets – We will work to expand and develop our School Streets programme. A School Street is a timed road closure that restricts access for motor vehicles at school drop-off and pick-up times.

To what extent do you support the policies set out in the 'Healthy Place Shaping' chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Healthy Streets Approach	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Health Impact Assessment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guidance and standards for new development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Low Traffic Neighbourhoods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20-minute neighbourhoods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School Streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Healthy place shaping policies?’

****Upon completion takes to next section selected in Q8 or Q21****

11

Road Safety

Improving road safety remains a fundamental part of our LTCP. There has been a long term downward trend in reported collisions and injuries in the county. It is important that we continue this trend and minimise road danger for all users.

The ‘Road Safety’ chapter builds on our healthy place shaping proposals and seeks to minimise road danger. This will be key to achieving our vision and creating places where walking and cycling is the natural first choice. A summary of each policy is provided below.

Road safety – We will continue to work with partners and stakeholders to develop and implement measures that reduce the risk of collisions with a particular focus on providing safe and attractive infrastructure for vulnerable road users.

20mph zones – We will seek to expand 20mph zones and promote 20mph as the default limit for roads through residential, villages and retail areas.

Equestrians – We will consider the needs of equestrian users in roads and highways strategies and planning as well as operations.

To what extent do you support the policies set out in the ‘Road Safety’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20mph zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Road Safety’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

12

Public Transport

Encouraging an increased number of public transport trips will also be an essential part of delivering our vision. Increased public transport use will help to reduce the number of private vehicle trips and deliver air quality improvements.

We view the different modes of walking, cycling and public transport, as part of one connected system rather than as competing modes. By viewing these modes as a connected system there is an opportunity to enable multi-modal journeys and improve connectivity across the county.

Whilst we view public transport as one connected system, we have presented our policies by individual mode for simplicity. It is through a combination of these measures that we will increase public transport use in the county. A summary of each policy is provided below.

Bus strategy – This policy sets out a high-level statement of intent about our future work on buses which is underpinned by our Bus Service Improvement Plan and enhanced partnership.

Community transport – We will work with local communities, transport operators and community transport operators to develop and coordinate community transport schemes.

Park and Ride – We will continue to use our LTP4 proposals to guide ongoing Park and Ride (P&R) work on a case by case basis. This includes progressing work on potential outer P&R sites and continuing to develop bus rapid transit proposals. In the longer term we will conduct a detailed review and establish an updated strategy.

Rail strategy – We will use the Oxfordshire Rail Corridor Study and Oxfordshire Connect projects to guide our approach to rail and priorities for rail investment in Oxfordshire. We will publish a separate rail strategy in 2022 building on these.

Air travel and connectivity – We will support the development of public transport improvements to air travel services. We will also seek to support the county’s air travel assets and improve sustainable transport access to these.

Multi-modal travel – We will consider multi-modal travel as a central option for transport planning and will aim to achieve greater integration in the transport system.

Mobility hubs – We will support the development of mobility hubs in a range of locations and sizes in order to improve interchange opportunities, connectivity and accessibility. Mobility hubs are a recognisable place where there is a range of different shared and public transport modes.

To what extent do you support the policies set out in the ‘Public Transport’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Bus strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air travel and connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Multi-modal travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mobility hubs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Public Transport’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

13

Digital Connectivity

Reducing the need to travel will also play an important role in tackling private vehicle use and the associated negative impacts. Improving digital connectivity is one of the key ways in which we can reduce the need to travel.

Digital connectivity can help to reduce the need to travel by providing residents with the ability to work, shop and access services such as GP appointments from home. In doing so we can reduce the number of trips made by car, improving air quality for residents and creating more welcoming places for people to walk and cycle. A summary of each policy is provided below.

Digital infrastructure – We will improve digital connectivity in order to reduce the need to travel. This includes promoting fibre broadband connectivity for all new developments and supporting delivery of District Council policies.

5G – We will also improve mobile connectivity to reduce the need to travel, support emerging transport technologies and improve operation of the transport network. To do this we will work with district councils to promote proposals for the upgrading of existing or siting of new mobile infrastructure.

Remote working – We will work with stakeholders to ensure high quality internet connectivity and other necessary facilities are provided to all residents in order to reduce the need to travel and support remote working.

To what extent do you support the policies set out in the ‘Digital connectivity’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Digital infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5G	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Remote working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Digital Connectivity’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

14

Environment, carbon and air quality

Reducing carbon emissions and improving air and environmental quality across the county is essential for the health of Oxfordshire residents. It will also help to protect our rich and varied natural and historic environment.

As part of the LTCP we have set the target to deliver a zero-carbon Oxfordshire transport network by 2040. Whilst we are aiming for walking, cycling, public and shared transport to be the natural first choice for journeys, we recognise that cars will still be a part of Oxfordshire’s transport system.

It is therefore crucial that we encourage these to be zero emission to contribute to our zero-carbon aspirations and improve health. We have included strong policies that seek to promote zero-emission vehicles before internal combustion engine (ICE) vehicles. A summary of each policy is provided below.

Embodied carbon – We will assess, manage and minimise embodied and operational carbon in transport infrastructure projects. Embodied carbon is the carbon footprint of a material.

Clean Air and Zero Emission Zones – We will continue to implement the Zero Emission Zone in Oxford city centre and will investigate Clean Air and Zero Emission Zone schemes for other parts of Oxfordshire.

Zero emission vehicles – In association with our district councils, we will integrate the Oxfordshire Electric Vehicle Infrastructure Strategy into the planning process. We will also develop a longer-term strategy and support strategies developed by our District and City councils.

Green infrastructure – We will embed the protection, maintenance and enhancement of Green Infrastructure (GI) into relevant guidance and decision-making. GI includes parks, public rights of way, roadside verges and street trees.

To what extent do you support the policies set out in the ‘Environment, carbon and air quality’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Embodied carbon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clean Air and Zero Emission Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zero emission vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Green infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Environment, carbon and air quality’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

15

Network, parking and congestion management

Oxfordshire County Council as the highway and Streetworks authority are responsible for a range of management functions. This includes working to manage congestion, highways infrastructure and on-street parking. All of these functions will play a role in helping to deliver our vision and encouraging the use of walking, cycling, public and shared transport.

Many of the policies in this document have outlined incentives to make alternatives to the private car more attractive. However, there may also be situations where it is necessary to actively discourage private vehicle use. There are various management

tools available to do this that may be needed in some parts of the county. A summary of each policy is provided below.

Network management – We will continue to undertake integrated network management to tackle congestion. We will balance the needs of all users whilst promoting and prioritising walking, cycling and public transport at every opportunity.

Asset management – To deliver a well-maintained highway network we will adopt a whole life cost approach, prioritise available using a risk-based approach and develop long-term programmes of work.

Parking management – We will ensure the parking requirements of all modes of transport are considered and will work to embed our parking guidance into relevant guidance and decision making processes. We will also take measures to reduce and restrict car parking availability.

Parking enforcement – We will maintain strategic partnerships with the District and City Councils to ensure a joined-up approach to enforcement and car parking management. We will also work to tackle pavement parking.

Demand management – Demand management measures could include traffic filters and changes to the availability of parking. Where appropriate, we will investigate demand management measures to discourage private vehicle use.

Road schemes – Where road schemes are required, we will adopt a ‘decide and provide’ approach. This approach decides on the preferred future and then provides the means to work towards that which can accommodate uncertainty. We will also assess opportunities for traffic reduction as part of any road schemes.

Smart infrastructure – We will support and deploy a range of smart infrastructure. Smart Infrastructure refers to the application of digital technology to our physical assets.

To what extent do you support the policies set out in the ‘Network, parking and congestion management’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Network management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asset management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Demand management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road schemes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Smart infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Network, parking and congestion management’ policies?

****Upon completion takes to next section selected in Q8 or Q21***

Innovation

We recognise that technology alone will not solve many of the challenges associated with transport in Oxfordshire. However, we believe technology can play a role in contributing to our ambitions and addressing some issues. It is also important to ensure our transport system is fit for the future and able to accommodate technological changes.

The 'Innovation' chapter identifies technology which will help us to make walking, cycling, public and shared transport more attractive. A summary of each policy is provided below.

Passenger micromobility – We will seek to manage, monitor and support the use of passenger micromobility. Micromobility refers to a range of small, lightweight vehicles such as e-scooters and bicycles.

Shared mobility – We will support the provision of zero emission shared cars and car clubs, in combination with other measures, to reduce the dominance of private motor vehicles and create a more balanced transport network.

Connected and Autonomous Vehicles – Connected and Autonomous Vehicles (CAV) are those that can operate in a mode which is not being controlled by an individual. We will embed futureproofing for CAV deployment scenarios through the Innovation Framework.

Unmanned Aerial Vehicles – Unmanned Aerial Vehicles (UAVs), are remote-controlled aircraft or small aerial devices which do not have an on-board pilot. We will embed futureproofing for drone usage through the Innovation Framework.

Living Lab – A living lab is an open innovation ecosystem, which facilitates research and innovation processes in real-world settings. We will continue to support a living lab approach to transport innovation.

Innovation Framework – The Innovation Framework sets out a series of principles which should be applied to the integration of innovation into new development and infrastructure. We will work with our District and City councils to integrate the Innovation Framework into the planning process

To what extent do you support the policies set out in the 'Innovation' chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Passenger micromobility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shared mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connected and Autonomous Vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unmanned Aerial Vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Living Lab	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Innovation Framework	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Innovation’ policies?

Upon completion takes to next section selected in Q8 or Q21

17

Data

Transport data is closely related to many of the policies in the ‘Innovation’ chapter and also has close links to several other policies such as digital infrastructure. As with innovation, transport data in isolation will not solve many of our issues. However, it has the potential to support many of the policies outlined elsewhere and contribute to delivery of our vision. A summary of each policy is provided below.

Data – We will implement a consistent approach to gathering, using and sharing transport data, in accordance with Innovation Framework guidance.

Modelling – We have been working in partnership with a number of organisations to create a new countywide transport model, the Oxfordshire Mobility Model (OMM). We will promote the use of OMM for both developers and planners as the first option and will continue to develop OMM.

Monitoring – We will work towards creating a monitoring and evaluation methodology and tools which combine datasets and can be consistently applied to monitoring development, schemes and infrastructure.

To what extent do you support the policies set out in the ‘Data’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Data	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Modelling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monitoring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Data’ policies?

Upon completion takes to next section selected in Q8 or Q21

18

Freight and logistics

The movement of goods is another part of our transport system that requires consideration. Movement of goods is essential to supporting many aspects of our lives at both the local and national level. However, there a number of complex challenges surrounding the freight system, particularly at the local level.

The movement of goods in Heavy Goods Vehicles (HGVs) and Light Goods Vehicles (LGVs) contributes to emissions, congestion and impacts on our environment. It is therefore necessary to ensure that goods are moved in a zero-carbon, efficient and safe manor if we are to achieve our vision.

We have included high level policies focused on addressing these issues in the LTCP. More detailed information can be found in the LTCP Freight and Logistics

Strategy which has been published alongside the LTCP and has a separate set of questions. A summary of each policy in the LTCP is provided below.

Freight and Logistics Strategy – We will develop and deliver a Freight and Logistics Strategy based around the principles of appropriate movement, efficient movement, zero-tailpipe emission, zero-carbon movement, reducing local air pollutants, safe movement, monitoring movement and partnership working.

Freight Consolidation – Freight consolidation centres are operations that receive multiple small deliveries and convert them into fewer deliveries. We will work with partners to review and explore the potential for freight consolidation centres.

Cycle Freight – We will promote cycle freight to support a shift from motorised transport to bicycles. In order to achieve this, we will work with partners to share knowledge and investigate opportunities related to cycle freight.

To what extent do you support the policies set out in the ‘Freight and logistics’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Freight and Logistics Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Freight consolidation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle freight	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Freight and logistics’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

19

Regional connectivity and cross-boundary working

This chapter considers regional connectivity and working with the cross-boundary partners outlined in the Oxfordshire context chapter. It is important that we consider how we work with these partners to deliver improvements that support our vision.

This chapter is also important because transport is not confined by county boundaries and we recognise that residents travel to surrounding counties for work and leisure. Working with partners will help to improve travel choices and journey experiences for these residents. A summary of each policy is provided below.

Regional connectivity and cross-boundary working – We will continue to work collaboratively with sub-national transport bodies, neighbouring local authorities, and other local stakeholders on cross-boundary issues. We will also seek to influence regional work being led by Network Rail and National Highways. In all cases our collaboration will be guided by relevant policies included in the LTCP.

To what extent do you support the policies set out in the ‘Regional connectivity and cross-boundary working’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Regional connectivity and cross-boundary working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Regional connectivity and cross-boundary working’ policies?

****Upon completion takes to next section selected in Q8 or Q21****

20

Local Connectivity

Local connectivity is a key aspect of many resident’s everyday lives. The ease of journeys, choices available and experience of travelling all affect health, wellbeing and equality in the county.

The policies outlined in the LTCP have been identified to help to address these issues and improve local connectivity, whilst creating a healthier and more attractive Oxfordshire.

However, in addition to the high level policies outlined in the LTCP, we recognise that there is a need to create more detailed plans for specific towns, road corridors and areas. These strategies will be the main way in which the LTCP policies are developed into specific scheme proposals. A summary of each policy is provided below.

Area transport strategies – We will produce area transport strategies that align with the LTCP vision and translate the LTCP policies into schemes. Strategies will be developed for the areas outlined in the LTCP.

Transport corridor strategies – We will produce transport corridor strategies that align with the LTCP vision and translate the LTCP policies into schemes. Strategies will be developed for the A40, A420, A41, A44 and M40/A34.

Rural journeys – We will work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that improve connectivity, accessibility, and contribute to delivery of our transport vision.

To what extent do you support the policies set out in the ‘Local connectivity’ chapter?

	Strongly support	Partially support	Neither support nor oppose	Partially oppose	Strongly oppose
Area transport strategies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transport corridor strategies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rural journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any further comments on the ‘Local connectivity’ policies

****Upon completion takes to next section selected in Q8 or Q21****

21

Routing question

If you would like to respond to any further policy focus areas, please select the relevant section or sections below (You will have the option to respond to further sections upon completion). If not, please select 'next question'.

- Walking and cycling
- Healthy place shaping
- Road safety
- Public transport
- Digital connectivity
- Environment, carbon and air quality
- Network, parking and congestion management
- Innovation
- Data
- Freight and logistics
- Regional connectivity and cross-boundary working
- Local connectivity
- Next question

22

Routing question

In support of the LTCP we commissioned the specialist consultants AECOM to conduct an Integrated Sustainability Appraisal (ISA). The ISA has subjected the LTCP to a series of health, environmental and equalities assessments.

Do you wish to provide feedback on the Integrated Sustainability Appraisal?

Yes (takes to Q23)	<input type="checkbox"/>
No (takes to Q24)	<input type="checkbox"/>

23

Integrated Sustainability Appraisal

The ISA was conducted to ensure that the LTCP approach protects the environment, human health and allows equal access for all residents. The assessments conducted include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA).

Do you have any comments on the appraisal findings presented in the ISA Report which accompanies the consultation version of the LTCP?

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About You

We are keen to understand more about the people responding to this consultation. If you are responding as someone who travels in and around Oxfordshire could you please share some information about yourself by answering the following questions. If you do not want to provide any of this information, please select prefer not to say.

Please say whether you are:

- an Oxfordshire resident
- a member of the public living elsewhere who travels to Oxfordshire
- a parish meeting representative, parish councillor or town councillor
- a county council employee
- a county councillor
- a district or city councillor
- a representative of a group or organisation
- a representative of a business
- Other

If other, please provide details:

Routing

- *If selected 'a county councillor' or 'a district or city councillor' takes to Q25*
- *If selected 'a representative of a group or organisation' or 'a representative of a business' takes to Q26*
- *If selected any other response takes to Q27*

25

If you are responding as a councillor, please provide your name and the area(s) you represent

26

If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation

27

If you live in Oxfordshire which district do you live in?

- Cherwell
- South Oxfordshire
- Vale of White Horse
- West Oxfordshire
- Oxford City
- I don't live in Oxfordshire

If you live outside Oxfordshire please enter where you live in the box below

28

What is your age?

- Under 16
- 16-24

- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- Over 85
- Prefer not to say

29

Are you...?

- Male
- Female
- Other
- Prefer not to say

30

What is your ethnic group?

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- White (British, Irish, Scottish or any other white background)
- Prefer not to say
- Other ethnic group (please specify)

31

Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

- Yes - limited a lot
- Yes - limited a little
- No
- Prefer not to say

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How did you find out about this consultation?

(Please tick all that apply)

- Facebook
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Email from Oxfordshire county council

- Local news item (newspaper, online, radio, tv)
- Oxfordshire county councillor
- Parish or town council
- Local community group/organisation
- Friend/relative
- Other

If other, please provide details:

Your data

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. If you would like to know more about the council's data protection registration or to view Oxfordshire County Council's privacy notice please visit our website: www.oxfordshire.gov.uk - search privacy notice.

Thank you for taking the time to answer these questions