

## **Divisions Affected - All**

**Council – 12<sup>th</sup> July 2022**

### **Local Transport and Connectivity Plan**

#### **Report by Corporate Director for Environment and Place**

## **RECOMMENDATION**

1. **Council is RECOMMENDED to**
  - a) **Adopt the content of the LTCP document, and the supporting strategies, as council policy.**
  - b) **Acknowledge the Cabinet resolution on 21 June 2022 to delegate the decision on the final Local Transport and Connectivity Plan document, including graphical format, to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Travel and Development Strategy.**

## **Executive Summary**

2. This report updates Council on the Local Transport and Connectivity Plan (LTCP). It summarises the results of the LTCP consultation and outlines the key changes to the final LTCP. It also includes information about changes to the supporting strategies for Freight and Logistics, Innovation Framework and Active Travel. It is proposed that the content of the documents found in appendixes 2-5 are all adopted by the council.

## **Background**

3. Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling the new Oxfordshire document the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for better connectivity across the whole county.
4. The LTCP has been developed to align with and help achieve the county council's strategic priorities. It is critical to delivering the following four:
  - Put action to address the climate emergency at the heart of our work
  - Tackle inequalities in Oxfordshire
  - Prioritise the health and wellbeing of residents
  - Invest in an inclusive, integrated and sustainable transport network

5. We have developed and consulted upon the LTCP in 3 stages. This process has allowed for ongoing public engagement at each stage of the project. We have therefore been able to refine proposals before final inclusion in the LTCP. We have also engaged with the LTCP Steering Group throughout the development of the LTCP.
6. The stages of development that we have conducted are:
  - Stage 1 – Topic Paper Engagement
  - Stage 2 – Development of Vision Document
  - Stage 3 – Development of LTCP and supporting strategies
7. In support of the overall LTCP, we have developed three initial supporting strategies for Freight and Logistics, Active Travel and Innovation. These build upon the high level policies in the LTCP but provide more detail about our proposals and how they are proposed to be delivered. These documents, as well as an Integrated Sustainability Appraisal (ISA) were endorsed for public consultation by Cabinet on the 19th October 2021.

## **LTCP consultation**

8. Following cabinet approval consultation commenced on the draft LTCP and supporting strategies on 5th January 2022. The consultation ran for 10 weeks closing on the 16th March 2022.
9. The LTCP consultation was hosted on the council's Let's Talk Oxfordshire webpage. There was one survey covering the LTCP and all supporting strategies. Due to the broad range of topics covered in the LTCP and supporting documents the questionnaire was structured in a way that enabled respondents to select the topics they are interested in. The 'skip logic' on the Let's Talk Oxfordshire webpage then displayed the relevant questions and passed those that are not relevant - this means that the number of people responding to individual question varies throughout the survey.
10. The questionnaire contained summary information about the topic or policy in question. This was to help respondents understand the question and make an informed choice, without having to open the corresponding document.
11. We also utilised the 'idea boards' function on Let's Talk Oxfordshire. These enabled respondents to provide free text responses to questions on key topics. Topics chosen were rural areas and freight. These were different to the traditional survey format and allowed respondents to engage with the consultation in an alternative way.
12. To ensure that all residents could take part in the consultation, we offered the option to request a hard copy of any documentation, return surveys by post or give comments over the phone by contacting the council's helpline.
13. Whilst this was the last consultation on the LTCP and part 1 supporting documents before adoption as council policy, there will be further consultation on part 2, including the area transport strategies. This will build on the LTCP

consultation and provide residents with an opportunity to feedback on proposals for their local area.

## **LTCP consultation engagement**

14. The LTCP consultation was promoted in a range of ways. We also conducted various engagement exercises to promote the consultation and help with understanding of the documents. These activities are summarised in the following sections.

### Public and external stakeholders

15. The following activities were conducted with the public and external stakeholders:
- Stakeholder contacts emailed in December 2021 to notify them of upcoming consultation and share a link to the October cabinet papers
  - Stakeholder contacts emailed in January 2022 to notify them of the consultation start and share a link to the consultation webpage
  - Engaged with LTCP Steering Group throughout the development process
  - Hosted 6 webinars to introduce the LTCP and supporting strategies and conduct a question and answer session:
    - Parish and Town councils (24th January and 1st February)
    - General public (25th January and 7th February)
    - Businesses (26th January)
    - Transport stakeholders (20th January)
  - Presentation and discussion at meetings of:
    - Oxfordshire Active Travel Roundtable (10th January)
    - Oxfordshire Transport and Access group (19th January)
    - Parish Transport Representatives (9th February)
    - Unlimited Oxfordshire (23rd February)
    - Oxfordshire Association of Local Councils (7th March)
  - Individual meetings with:
    - Oxfordshire Pedestrians Association
    - Road Haulage Association
  - Active Travel Strategy shared with Active Travel Co-Production Group and workshop to discuss key issues
  - Ongoing social media communications using Facebook, Twitter, Nextdoor and Your Oxfordshire
  - Posters in libraries
  - Press release
16. In order to target harder to reach audiences, the communications budget was weighted to target under-represented demographics. The demographic data of respondents was reviewed at the consultation mid-point and the targeted advert spending adjusted accordingly. 25% of the budget was spent promoting the consultation specifically to women, 10% to rural audiences and 15% on targeting recipients from under-represented districts – West Oxfordshire and Cherwell in particular. To prevent possible discriminatory use, it is no longer possible to target specific ethnicities via digital advertising.

### Oxfordshire County Council Members

17. The following activities were conducted with county council members:

- Notification of upcoming consultation on member newsletter in December 2021
- Notification of consultation live and link to consultation on member newsletter in January 2022
- Presentation and Q&A at all January 2022 member locality meetings
- Provided with 'member toolkit' on virtual resource centre. This included FAQs, a short introductory presentation and key questions
- All member briefing (1st March)
- Transport Policy Development Working Group inquiry

### City and District Councils

18. The following activities were conducted with the City and District Councils:

- District officer webinar (1st February)
- All member briefing for each district:
  - Oxford City (14th February)
  - Cherwell (16th February)
  - West Oxfordshire (1st March)
  - South & Vale (7th March)

## **LTCP consultation results**

19. The full LTCP consultation report can be found in Annex 1. A summary of key points is provided in this section for ease. In total 1178 responses to the consultation were received. This met the overall campaign objective to achieve 1000 completed consultations.
20. 1058 responded using the online web-form and 120 written submissions were received. Of those that responded, 1086 were on behalf of individuals and 92 were on behalf of organisations.
21. Beyond the formal responses received, the consultation was successful in raising awareness about the LTCP and council's future transport proposals. In total 303,146 people were reached using social media. This means 303,146 individual accounts read information about the consultation posted by the county council. There were also 18,000 visits to the consultation webpage, of these 7,100 were informed participants meaning they downloaded a document, visited multiple pages or contributed.
22. There were responses from all age groups apart from the under 16 category. The largest number of responses comes from residents aged 55-64 and 65-74 (both received 22% of all responses). There was a higher number of males responding (51%), than females (43%).
23. Whilst there were fewer responses to the LTCP consultation from young people, we have drawn on a range of data from other work to inform development of the LTCP. For example, during development of the strategic plan, stakeholder engagement sessions were held with young people where they identified 'Investing in an inclusive, integrated, and sustainable transport network' as the

number one priority. This has been reflected in our vision, targets and policy focus on walking, cycling and public transport. 45% of our social media reach was also to people under 35, meaning approximately 136,000 people under 35 read information about the consultation.

24. The majority of respondents were white (84%). This is in line with the county as a whole (90% white British or other white). Ethnic Groups that were underrepresented are Asian/Asian British (1% of responses vs 4% of county residents) and Black or Black British (0% of responses vs 2% of county residents). 11% of respondents preferred not to say.
25. There were responses from residents in all Districts. The highest proportion of respondents was from Oxford City (39%) and the lowest from West Oxfordshire (13%).
26. Respondents were asked whether their day to day activities are limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months. The majority of respondents (79%) stated that they are not limited, 16% of respondents said they are limited, with 13% stating they are limited a little and 3% limited a lot. The remaining 5% selected prefer not to say.
27. A summary of headline results is provided in the following sections. As all sections in the survey are optional, the number of responses to each section varies.

### **LTCP survey**

28. In total 1020 people responded to the LTCP survey. Overall, there was support for the vision (76% support), key themes (74% support) and targets (67% agree). There was also support for the policies identified, on average there was:
  - 85% support for walking and cycling policies
  - 78% support for healthy place shaping policies
  - 77% support for road safety policies
  - 73% support for public transport policies
  - 83% support for digital connectivity policies
  - 83% support for environment, carbon and air quality policies
  - 58% support for network, parking and congestion management policies
  - 49% support for innovation policies
  - 66% support for data policies
  - 71% support for freight and logistics policies
  - 71% support for regional connectivity and cross-boundary working policies
  - 77% support for local connectivity policies
29. Policies with particularly high levels of support were:
  - Cycle and walking network (88% support)
  - Road safety (88% support)
  - Bus strategy (86% support)

- Digital infrastructure (88% support)
  - Green Infrastructure (90% support)
30. Policies that had relatively lower levels of support were:
- Air travel and connectivity (49% support vs 22% oppose)
  - Demand management (51% support vs 33% oppose)
  - Road schemes (53% support vs 29% oppose)
  - Connected and Autonomous Vehicles (46% support vs 29% oppose)
31. The only policy that was not supported was Unmanned Aerial Vehicles (31% support vs 36% oppose). Opposition to this policy was for a range of reasons including privacy concerns, questions about feasibility and concerns about the impact on the environment. The policy has been updated to provide more information and clarify that it is about using policy to harness the benefits of UAVs and protect residents from negative impacts of unregulated deployment.
32. Key issues identified by respondents included:
- Challenge about how the overall LTCP outcomes and targets will be achieved.
  - Rural areas not sufficiently considered and provided for by current policies.
  - Disabled residents transport needs not considered or provided for by current policies.
  - Question / challenge around how both the overall document will be delivered but also how each section will be delivered.
  - Question how the document will be monitored, particularly the headline targets.
33. Disabled residents transport needs was highlighted as a key issue throughout the consultation. As outlined in section 15, we conducted engagement with several disability and equality groups. A summary of key feedback from these groups is provided below:
- Disabled residents transport needs not considered or provided for by current policies and a greater emphasis on inclusivity is required.
  - Document does not include images of disabled people.
  - Suggestions to recognise the importance of asset management for disabled people.
  - Need to improve engagement with disabled and vulnerable people during scheme design.
  - Suggestions to support/re-introduce demand responsive transport schemes.
  - Support for mobility hubs.

### **Freight and Logistics Strategy survey**

34. In total 83 people responded to the Freight and Logistics Strategy survey. Overall, there was support for the key principles (85% support). There was also support for the actions identified, on average there was:
- 86% support for appropriate movement actions

- 78% support for efficient movement actions
  - 75% support for zero-tailpipe emission, zero-carbon movement actions
  - 78% support for reducing local air pollutants actions
  - 82% support for safe movement actions
  - 86% support for monitoring movement actions
  - 86% support for partnership working actions
35. Actions with particularly high levels of support were:
- Action 8 – consider the establishment of area based weight restrictions (91% support).
  - Action 13 – Seek to influence the location and design of new development so that there is appropriate freight access (91% support).
  - Action 14 – Ask developers of major sites to prepare Construction Logistics Plans (91% support).
  - Action 16 – Promote the shift of freight from road to rail (88% support).
  - Action 41 – Analyse HGV data by axles and weight (89% support).
36. The lowest level of support recorded is for Action 26 – consider future technology requirements (47% support vs 31% oppose). There are no actions with majority opposition.
37. Comments largely focused on the need to keep HGVs on appropriate routes and the need for funding/delivery of the actions. There were also a number of comments questioning how the document will be delivered and the deliverability of the strategy.

### **Active Travel Strategy survey**

38. In total 322 people responded to the Active Travel Strategy survey. Overall, there was support for the vision (83% support) and targets (67% agree). There was also support for the policies and actions identified, on average there was:
- 76% support for commitment and governance policies/actions
  - 79% support for cycle network policies/actions
  - 81% support for managing car use policies/actions
  - 86% support for cycling culture policies/actions
  - 81% support for urban realm policies/actions
  - 83% support for designing for walking policies/actions
39. Policies / actions with particularly high levels of support were:
- Policy 33 - OCC will ensure that it provides high quality cycle parking at all its own premises such as libraries (89% support).
  - Policy 37 - OCC will encourage active travel to schools (90% support).
  - Policy 38 - OCC in partnership with district authorities will seek to ensure there are safe places for young children to learn to cycle (91% support).
  - Policy 47 - OCC will design all new and review all cycle routes to be accessible to most types of cycles (89% support).
40. Policies / actions that had relatively lower levels of support were:

- Policy 13 - Where it is impossible to design adequately for both confident and cautious cyclists, a dual choice network should be introduced (62% support vs 30% oppose).
  - Policy 14 - It is essential that the needs of confident cyclists are adequately met in support of LCWIP cycling targets (67% support vs 24% oppose).
41. It is noted that whilst the overall majority of respondents support policies 13 and 14 about the 'dual choice network' this support largely came from the general public. The majority of stakeholders, such as local cycling and walking groups, were opposed to the policies.
42. Comments largely focused on the need for safe infrastructure and segregation, the need for cycle parking, opposition to the dual choice network and questions about the deliverability of the strategy.

### **Innovation Framework survey**

43. In total 50 people responded to the Innovation Framework survey. Overall, there was support for the key principles identified:
- 63% support for accessibility & connectivity for all, minimising the need for travel
  - 74% support for supporting the zero-carbon economy
  - 83% support for supporting local economy
  - 76% support for using & gathering data transparently
  - 86% support for embedding circular economy practices
  - 79% support for integrating flexibility & resilience
  - 81% support for supporting healthy, thriving, safe, connected, diverse & inclusive communities
  - 88% support for ensuring appropriate solutions/technologies are put in place
  - 85% support for ensuring innovation is responsibly undertaken
44. There were a lower number of responses to the Innovation Framework survey and few key areas identified in comments. Comments that were received generally focused on matters to do with delivery of the strategy.

### **Changes to documents**

45. Based on the feedback received in the consultation and developments since publication of the documents, a number of key changes have been made. A summary of the key changes is provided below.

#### LTCP document

- 'Vision zero' road safety policy added
- Changes to the vision, targets and themes to reflect 'vision zero' and a greater emphasis on inclusivity.



- Additional detail added to outline how policies will be tailored to rural areas and cater for rural transport needs, including greater emphasis on and explanation of new approaches, e.g. mobility hubs.
- References to disability strengthened and further detail provided within existing policies about how they provide for disabled residents transport needs. As recommended by the Transport Policy Development Working Group, a separate document summarising how the LTCP is intended to address the needs of disabled residents will be published following adoption.
- Further detail provided about how the document and its targets and outcomes are proposed to be achieved and monitored.
- Decarbonisation and what is meant by 'net-zero' emissions has been better explained. References to 'zero-carbon' changed to 'net-zero'.
- New policies added on:
  - Integrated planning
  - Public rights of way
  - Travel to schools and work
  - Long distance, local and last-mile movement (to reflect updated Freight and Logistics Strategy).
- Policy wording strengthened throughout the document.
- Embodied carbon policy strengthened, and commitments made to follow the embodied carbon reduction hierarchy in our decisions about transport infrastructure.
- Innovation policies amended to enhance the focus on future proofing, better explain why the policies are needed and new policies added to address the public's privacy and safety concerns.
- Low Traffic Neighbourhood policy renamed and amended to focus on the outcome of delivering safe streets.
- Removal of air travel policy.
- LTP4 review and lessons learned summary added.

#### Freight and Logistics Strategy

- Document restructured around 'long distance', 'local' and 'last-mile' to recognise that different modes and solutions are required for each.
- Action 6, the proposed process for deciding environmental weight restrictions, has been removed following the decision to end the Burford weight restriction and explore a countywide area-based solution.
- Action 8 has been amended to reflect that countywide area restrictions will be explored in the short term and the next steps.
- Commitment made to provide future funding and resource for the evidence gathering, development and delivery of the area weight restriction programme.
- Revisions made to the appropriate HGV route map.
- Further detail provided about how the strategy will be delivered.

#### Active Travel Strategy

- Simplified name of the strategy.
- Simplified document structure.
- Increased focus on walking, inclusivity and rural areas.
- Policies moved to the LTCP or turned into actions.
- Repeated sections from the LTCP deleted.

- Expand reach beyond Active Travel Hub’s policy remit (to include comms, activation, asset management, etc).
- Dual-choice network label removed.
- Some narrative and detail moved to Local Cycling & Walking Infrastructure Plan (LCWIP) guidance or new walking and cycling design standards.
- Action plan included.
- Actions more specific and measurable.
- Added links to external resources.

Innovation Framework

- No key changes.

**Integrated Sustainability Appraisal**

46. In support of the LTCP we commissioned the specialist consultants AECOM to conduct an Integrated Sustainability Appraisal (ISA). The ISA was conducted to ensure that the LTCP protects the environment, human health and allows equal access for all residents.
47. The ISA achieved this by subjecting the LTCP to a series of assessments. These assessments include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA). The full ISA report was included alongside the LTCP for consultation.
48. We received some comments on the ISA, these were primarily in relation to equality and disability. Our consultants AECOM have made revisions to the ISA report and will issue us with an adoption statement to go alongside the adopted LTCP.

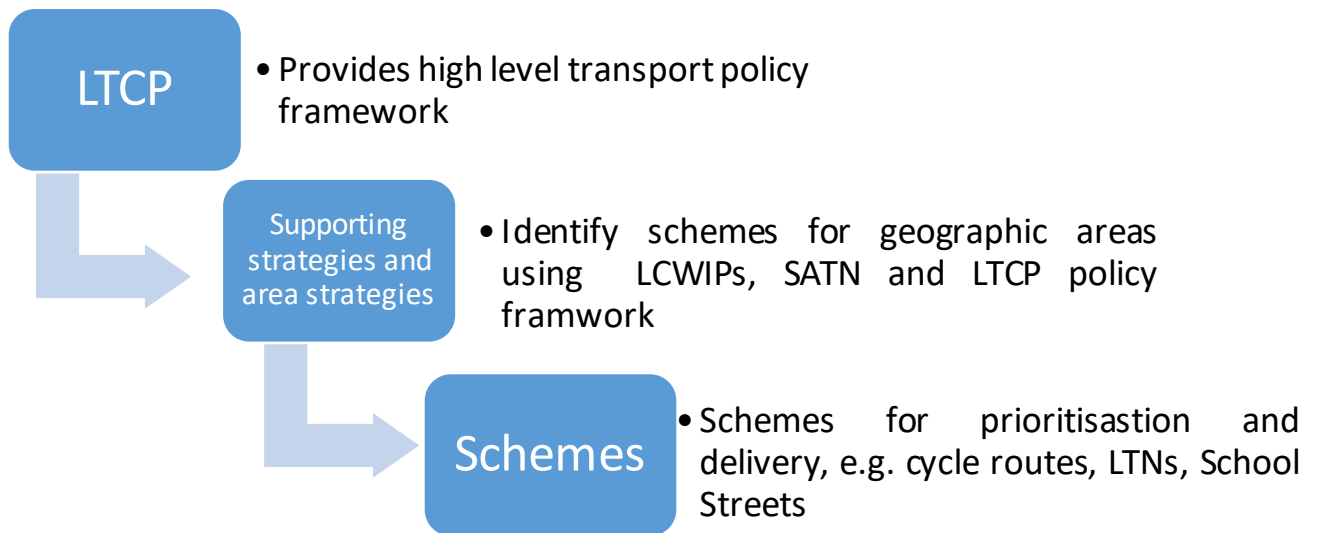
**LTCP ‘Part 2’**

49. Following adoption of the LTCP, work will commence on developing the ‘Part 2’ LTCP, which includes the remaining supporting strategies. These will include the area and corridor transport strategies, bus strategy, rail strategy, and digital strategy. The government are currently developing updated Local Transport Plan guidance which is due to be published in Autumn 2022. The ‘Part 2’ supporting strategies will need to be developed in line with this guidance.
50. The Active Travel Strategy will also be supported by updated walking and cycling design guidance and more Local Cycling and Walking Infrastructure Plans (LCWIPs). The Oxford and Bicester LCWIPs which were part of the Part 1 consultation are being reviewed and updated, for adoption alongside the Area Strategies.

<b>LTCP Part 1 (2021/22)</b>	<b>LTCP Part 2 (2022/23)</b>
Bus service improvement plan	Area strategies
Freight and Logistics strategy	Corridor strategies
Active Travel strategy	Bus strategy

Innovation Framework	Local Cycling and Walking Infrastructure Plans
	Walking and cycling design guidance
	Rail strategy
	Digital Strategy

51. Information about the area and corridor strategies for development was included in the LTCP where 73% of respondents supported the proposals. The strategies will outline how the LTCP vision and outcomes are delivered across the county.
52. Each area strategy will cover district-wide matters such as the Strategic Active Travel Network, rural connectivity (with case studies) and freight. They will also include corridor strategies and urban focus areas. The proposed strategies for development are:
  - Central Oxfordshire Travel Strategy – including Oxford, Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley
  - Cherwell Area Strategy – including urban focus areas of Banbury, Bicester and Heyford and surrounding villages.
  - South Oxfordshire and Vale of White Horse Area Strategy – including urban focus areas of Henley, Wallingford, Didcot, Wantage, Abingdon, Thame and Faringdon.
  - West Oxfordshire Area Strategy – including urban focus areas of Chipping Norton, Woodstock and surrounding parishes, Carterton and Witney.
53. Work is currently ongoing to develop the strategies. This work is being led by a separate project team made up of officers from across the Environment and Place directorate. The project team are targeting finalisation of the transport strategy for central Oxfordshire in Q3 of 2022/23 and the other strategies during Q1 of 2023/2024. Work to develop detailed programmes for the other supporting strategies is ongoing.
54. The supporting strategies and area transport strategies will reflect the LTCP priorities and provide an indication of how LTCP policies might be applied in different geographic areas. They will create more detailed plans to guide future scheme development, funding bids, responses to planning applications, developer negotiations and joint working with the district and city councils on local plan reviews and the Oxfordshire Plan 2050.
55. Some schemes will then be assessed via the Oxfordshire Infrastructure Strategy framework. This will ensure proposals are meeting broader council policy and help with prioritisation. They will then progress through the development pipeline as suitable funding arises and be included in relevant strategies such as local plans and their associated infrastructure delivery plan. This process is summarised on the diagram below.



## Corporate Policies and Priorities

56. The County Council's strategic plan, 2022-25, sets out a vision to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county. The LTCP will help to deliver all aspects of this vision.
57. The LTCP builds on the 9 strategic priorities of the county council and will be key to delivering the following four:
  - Put action to address the climate emergency at the heart of our work
  - Tackle inequalities in Oxfordshire
  - Prioritise the health and wellbeing of residents
  - Invest in an inclusive, integrated and sustainable transport network.
58. The LTCP will help to make Oxfordshire greener, fairer and healthier due the relationship between transport, quality of life, health and the environment. The LTCP directly seeks to reduce carbon emissions and aims for a net-zero transport system by 2040. It also has a strong focus on healthy place shaping and encouraging active lives. This will help to improve health and wellbeing by providing safer walking and cycling routes to school and improving air quality.
59. The LTCP will also help to tackle inequalities and improve health and wellbeing because transport can play a significant role in enabling older and disabled people to live independently. The LTCP seeks to improve connectivity for all residents and there are policies that will specifically help to achieve this.
60. The LTCP aims to reduce private car use and encourage modal shift to walking, cycling, public and shared transport. This will be central to addressing the climate emergency and improving health and wellbeing.

## Financial Implications

61. The LTCP is the councils transport policy framework and so does not have any direct implications for transport infrastructure investment.
62. The LTCP and supporting strategies have been produced by staff from across the Environment and Place directorate, and hence covered by the staffing budget in this area. In addition, revenue costs of £33,715 were required for production of the ISA, £1,896 to produce the graphically designed documents for public consultation and £2,000 to support the communications plan. These were all funded from existing team budget.
63. The further work to produce the 'Part 2' supporting area and corridor strategies will be led by the project team. Backfilling for these roles was covered by existing staffing budget. Some additional resource will also be required with funding for this to be confirmed.
64. It is anticipated that the other 'Part 2' supporting strategies will not require additional resource. They will be produced by Environment and Place staff and hence covered by the staffing budget in this area.

Comments checked by:

Rob Finlayson, Finance Business Partner (Environment & Place),  
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## Legal Implications

65. The LTCP will be the county's statutory Local Transport Plan. The requirement for local transport authorities to produce a Local Transport Plan is set out in the Transport Act 2000, as amended by the Local Transport Act 2008. Under the 2008 amendment, Local Authorities may replace their plans as they see fit. Once adopted by the County Council, the LTCP will replace the current Local Transport Plan (LTP4), adopted in 2016.
66. The Local Transport Act also requires local transport authorities to undertake a certain level of consultation when developing policies and plans. It is considered that this has been met by the Vision Document consultation conducted in February-March 2021 and the LTCP consultation conducted in January-March 2022.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Environment Team),  
[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk) (Legal)

## **Staff Implications**

67. Development of the LTCP and supporting strategies has been undertaken by officer resource in the Infrastructure Strategy and Policy Team, with input from officers across the Environment and Place directorate. An OCC Officer Task and Finish Group was set up to achieve this. Officers in the group contributed significantly to identifying policies and drafting relevant parts of the document.
68. Once adopted, delivery of the LTCP will be undertaken by officers from across the Environment and Place directorate, as well as external stakeholders such as the district councils. Officers from the Infrastructure Strategy and Policy Team will oversee coordination of this process. Delivery of the LTCP is not expected to require any significant additional officer resources but will require some changes to existing working practices and decision making processes.
69. As noted, development of the 'Part 2' supporting strategies will be undertaken by officers within the Environment and Place directorate. An area strategy project team has been established to lead on development of the area and corridor transport strategies. The need for additional resource to backfill officer roles was factored into our Budget Strategy proposals for 2022/23.

## **Equality & Inclusion Implications**

70. We have undertaken engagement and consultation exercises during development of the LTCP to help shape its content and understand the needs of different residents. As outlined previously, this has included targeted social media adverts and engagement with both Oxfordshire Transport and Access Group and Unlimited Oxfordshire.
71. To ensure that we have assessed equalities implications in a fair and thorough manner an Equalities Impact Assessment was conducted as part of the Integrated Sustainability Appraisal (ISA). This has ensured that any equality matters have been identified and acted upon during development of the LTCP.
72. We also produced an Equalities and Climate Impact Assessment (ECIA) for the draft LTCP in October 2021. The ECIA has identified that the LTCP could have positive impacts on older residents, disabled residents, rural areas and areas of deprivation.

## **Sustainability Implications**

73. The LTCP will be central delivering the County Council's Climate Action Framework. Transport produces the majority of emissions in the county. The LTCP recognises this and sets out the target for a net-zero transport network by 2040. The LTCP outlines the policies which will help to achieve this, focusing on reducing the need to travel, reducing journeys by car and the promotion of walking, cycling, public and shared transport.

74. The LTCP also recognises the need to improve biodiversity and protect the natural environment. Again, the policies in the LTCP will help contribute to this by seeking to reduce private car use. There are also several policies that have direct benefits in this area such as Green Infrastructure.
75. The ISA included a Strategic Environmental Assessment to ensure the environmental impacts of policies have been considered and assessed in a systematic way.

## **Risk Management**

76. A comprehensive risk register has been kept as part of the LTCP project. Key risks associated with the LTCP moving forward have been summarised below.
77. *Risk:* The LTCP and policies are not implemented

*Mitigation:* The LTCP policies have been developed with input from the relevant council teams, partners and stakeholders. We will continue to work with these partners and stakeholders via existing mechanisms such as the LTCP Task and Finish Group and LTCP Steering Group to ensure the LTCP is implemented, and the changes required are understood. Similarly, there will be ongoing work to ensure alignment with related policy documents such as the Oxfordshire Plan 2050.

78. *Risk:* The LTCP supporting strategies and/or area strategies will not be delivered to time/budget

*Mitigation:* A dedicated project team has been established to oversee development of the area transport strategies. The Infrastructure Policy and Strategy Team will oversee project management of the other supporting strategies. The supporting strategies are currently meeting timescales set out in the project plan.

## **Consultations**

### **Public consultation**

79. There have been 3 rounds of public engagement on the LTCP. An engagement exercise was undertaken in Spring 2020, with the public and stakeholders asked to comment on a series of topic papers focused on different transport and connectivity topics.
80. Following this, public consultation was conducted on the vision document in February-March 2021. This included seeking feedback on the draft vision, key themes and proposed policies. Feedback from this consultation has been used to refine the vision, key themes and policies in the LTCP.
81. The subsequent public consultation on the draft LTCP and supporting strategies between January – March 2022 has directly informed this report.

## **County councillor engagement**

82. During development of the LTCP, engagement with County Councillors was primarily through the cross-party Transport Cabinet Advisory Group (CAG) and Locality Meetings. Transport CAG provided a political steer to development of the LTCP work, including the engagement exercise in Spring 2020, development of the draft vision and refinement of the LTCP document.
83. Engagement activities conducted during the LTCP consultation are outlined in paragraph 15 of this report. It will be particularly important that we continue to engage with county councillors as the area strategies are developed.
84. The Transport Policy Development Working Group also conducted an inquiry on a range of key topics related to transport policy. The Working Group focused on five themes related to the LTCP during its inquiry:
  - Active travel
  - Travel needs of disabled residents
  - Public transport
  - Freight and logistics
  - Highways expansion
85. It considered these themes by holding 4 evidence sessions where reports and oral evidence were received from a range of stakeholders. Following these evidence sessions, the Working Group agreed 29 conclusions and made 28 recommendations in respect of transport policy development in Oxfordshire.
86. The report (annex 8) was considered and adopted by the Place Overview and Scrutiny Committee on 15 June and referred to Cabinet for consideration on 21 June. The recommendations were reviewed prior to submission of this report to ensure that any changes required to the LTCP or supporting strategies could be made prior to their adoption.
87. Overall, it is considered that the LTCP aligns strongly with the findings and recommendations from the Working Group. Many of the recommendations made by the Working Group are incorporated into the LTCP policy approach and are steps to deliver the LTCP policies following their adoption. However, it should be noted that delivery of the recommendations will have budget and resource implications. Work will be needed to consider what resource is available and the available budget, which may mean other work needs to be deprioritised. The recommendations will also be used to inform future work on transport policy. A full response to the Working Groups recommendations can be found in annex 9.

## **Stakeholder engagement**

88. The LTCP Steering Group has been engaged with throughout the development of the LTCP. The Steering Group includes representatives from transport operators, transport user groups, the Local Enterprise Partnership, and the key employers of Oxford University and Oxford Brookes.



89. The engagement activities conducted as part of the LTCP consultation are outlined in paragraph 13 of this report.

**Bill Cotton, Corporate Director for Environment and Place**

Annex:                                   **Annex 1:** LTCP consultation report  
  **Annex 2:** LTCP document  
  **Annex 3:** Freight and Logistics Strategy  
  **Annex 4:** Innovation Framework  
  **Annex 5:** Active Travel Strategy  
  **Annex 6:** Equalities and Climate Impact Assessment  
  **Annex 7:** Climate Impact Assessment  
  **Annex 8:** Report of the Transport Policy Development  
  Working Group  
  **Annex 9:** Cabinet response to report of the Transport  
  Policy Development Working Group

Background papers:                Nil

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