

Divisions Affected - All

Delegated Decisions by Cabinet Member for Travel and Development Strategy – 20 July 2023

Transport Hub Strategy

Report by Corporate Director for Environment and Place

RECOMMENDATION

- 1. The Cabinet Member for Travel and Development Strategy is RECOMMENDED to approve the Transport Hub Strategy for inclusion in the Council's Local Transport and Connectivity Plan.**

Executive Summary

2. This report provides the Cabinet Member for Travel and Development Strategy with an overview of the Transport Hub Strategy. It summarises the background to the strategy and development process. It is proposed that the final strategy found in annex 1 is approved for inclusion in the Council's Local Transport and Connectivity Plan.

Background

3. The Local Transport Connectivity Plan (LTCP), adopted by the council in July 2022, outlines the long-term vision for transport and travel in the county and the policies required to deliver this.
4. The LTCP vision sets out the ambition to deliver a net-zero transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents. We plan to achieve this by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice.
5. The LTCP also includes a set of headline targets to track delivery of the vision. This includes targets to replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030, deliver a net-zero transport network by 2040 and have zero, or as close as possible, road fatalities or life-changing injuries by 2050. In order to deliver these targets and deliver the vision for transport, the LTCP identified the need to improve multi-modal travel and better integrate different transport modes.

6. The Transport Hub Strategy outlines how we will develop transport hubs to improve multi-modal travel. This is key to implementing the LTCP, particularly policies 22 and 23 which outline our proposal to make multi-modal travel as a central option for transport planning and to develop a network of transport hubs across the county.
7. Transport hubs are an existing concept with examples of ongoing and complete hubs both within the UK and across Europe. During development of the strategy, we have reviewed transport hub work by other local authorities and organisations, to develop an Oxfordshire transport hub proposal. This incorporates many aspects from elsewhere but redefines and tailors them to the Oxfordshire context. England's Economic Heartland have also produced Mobility Hubs Business Case Guidance, with a particular focus on the challenges faced in rural areas where business cases can be more challenging to develop. Oxfordshire was one of three Local Transport Authorities who provided input to this guidance.
8. Policy 23 of the LTCP refers to 'mobility hubs'. Following adoption of the LTCP we have chosen to use the name 'transport hub' but the underlying concept is the same. The policy name will be amended as part of the LTCP annual review in July 2023.
9. It is recommended that the strategy is approved for use by the Cabinet Member for Travel and Development Strategy and then added into the LTCP as part of the annual update of the document in July 2023.

Corporate Policies and Priorities

10. 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 Transport Hub Strategy will help to deliver all aspects of this vision.
11. The Transport Hub Strategy 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.
12. The Transport Hub Strategy will help to make Oxfordshire greener, fairer and healthier due the relationship between transport, quality of life, health and the environment. The Transport Hub Strategy will help to encourage travel by sustainable modes and reduce private car usage. This will be central to addressing the climate emergency and reducing emissions from transport. It will also help to improve air quality and improve the health of residents by supporting a shift to active travel modes.
13. The Transport Hub Strategy will also help to tackle inequalities. The criteria in the strategy will ensure the hubs are well-designed and accessible to all. Transport hubs will also be designed to reflect local users needs, they can

therefore help to overcome barriers to transport and create a more accessible transport system for all residents.

Financial Implications

14. The Transport Hub Strategy does not have any direct implications for transport infrastructure investment at this stage. It provides the basis for future funding bids and sets out principles to guide delivery of transport hubs across Oxfordshire. However, delivery of individual transport hubs would be expected to require further resource and incur financial implications.
15. The Strategy has been produced by staff from across Environment & Place, and hence covered by the staffing budget in this area. Immediate work to progress the strategy will not require any additional resources other than those already identified. It will be undertaken through ongoing work such as area travel plan development, business as usual operations such as negotiations with housing developers and funding allocated via the council's budget. However, moving forward additional resource may be required to coordinate the delivery of a transport hub programme.
16. The county council's 2023/24 budget includes funding of £0.5m per annum (£1.5m in total from 2023/24 – 2025/26) to develop transport hubs in locations across Oxfordshire. This funding will allow for delivery of the strategy to commence.
17. Work is currently ongoing to develop a programme for this funding. It is currently proposed that the programme initially focuses on supporting delivery of small scale 'quick wins' across the county. Partnership working, including the availability of 'match' funding from other organisations, and existing opportunities are therefore likely to be a critical factor in helping to prioritise funding. It is suggested that the local County/District Councillors and Parish Councils are involved at an early stage, to bring local knowledge and views, bearing in mind some Parishes have responsibility for infrastructure such as bus shelters.

Comments checked by:

Rob Finlayson, Finance Business Partner (Environment & Place),
rob.finlayson@oxfordshire.gov.uk (Finance)

Legal Implications

18. The Transport Hub Strategy does not have any legal implications. The Transport Hub Strategy will be a supporting document to the county council's Local Transport and Connectivity Plan (LTCP).
19. The LTCP is the county's statutory Local Transport Plan, which is a statutory document required under the Transport Act 2000 and was subject to public

consultation prior to its adoption in July 2022. There are not any requirements for the subsequent supporting strategies to be consulted upon.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Environment Team),
Jennifer.Crouch@Oxfordshire.gov.uk (Legal)

Staff Implications

20. Development of the Transport Hub Strategy has been undertaken by officer resource in the Infrastructure Strategy and Policy Team, with input from officers across the Environment and Place directorate.
21. Once approved, delivery of the Transport Hub Strategy will be undertaken by officers from across the Environment and Place directorate, as well as external stakeholders such as the district councils and housing developers. Additional resource may be required to deliver individual hubs or coordinate the delivery of a transport hub programme.

Equality & Inclusion Implications

22. To ensure that we have assessed equalities implications in a fair and thorough manner an Equalities Impact Assessment was conducted (annex 2). This has ensured that any equality matters have been identified and acted upon during development of the Strategy.

Sustainability Implications

23. A Climate Impact Assessment has been undertaken (annex 3) to ensure that matters with climate implications are identified and where required acted upon during development of the Transport Hub Strategy.
24. The Transport Hub Strategy will help to deliver the LTCP and County Council's Climate Action Framework. Transport produces the majority of emissions in the county. Transport hubs will help to tackle this by reducing journeys by car and supporting the uptake of walking, cycling, public and shared transport.

Risk Management

25. A risk register has been kept during development of the Transport Hub Strategy. Key risks associated with the Transport Hub Strategy moving forward have been summarised below.
26. *Risk:* The proposals in the strategy not implemented

Mitigation: The Strategy has been developed with input from the relevant council teams, partners and stakeholders. We will continue to work with these partners and stakeholders to ensure the strategy is implemented. The funding allocated

via the county council's budget will enable this process to begin in the short term.

27. *Risk:* The strategy does not deliver its intended outcomes.

Mitigation: The LTCP will be reviewed on an annual basis, this will include consideration of whether and where transport hubs are still a suitable approach and whether the strategy is helping to deliver Plan and Council outcomes. Some transport hub specific measurables are also proposed for individual schemes coming forward and should be considered on a case by case basis.

Consultations

28. The LTCP Transport Hub policy was consulted on as part of the LTCP consultation between January and March 2022. In total 1178 responses to the consultation were received. The transport hub policy was strongly supported with 76% support vs 7% oppose. The Transport Hub Strategy provides further detail about how the policy will be delivered.
29. The Transport Hub strategy itself has not been subject to public consultation but it builds on feedback from the LTCP consultation. Engagement has been conducted with key stakeholders through workshops held in October 2022. The workshops included representatives from the bus operators, city and district councils, rail operators, universities and walking and cycling groups.
30. The relevant cabinet members have also been engaged with through portfolio holder briefings in October 2022 and February 2023.

Bill Cotton, Corporate Director for Environment and Place

Annex: **Annex 1:** Transport Hub Strategy
 Annex 2: Equalities Impact Assessment
 Annex 3: Climate Impact Assessment

Background papers: Nil

Contact Officer: John Disley, Head of Transport Policy,
 john.disley@oxfordshire.gov.uk

July 2023