

COUNCIL – 12 July 2016

CONNECTING OXFORDSHIRE: LOCAL TRANSPORT PLAN 2015 – 2031 (LTP4) UPDATE

Report by Acting Director for Environment & Economy

Introduction

1. Connecting Oxfordshire: Local Transport Plan 2015-2031 (LTP4) Update was approved by Cabinet on 28 June 2016 and recommended for adoption by Full Council at its meeting in July 2016. LTP4 was first adopted in September 2015, following full public and Stakeholder consultation. This report confirms the changes that have subsequently been made.
2. This report outlines the first update to LTP4, which has been updated in 2016 in response to the rapidly changing national and local growth, economic development, infrastructure planning and funding agendas. A summary of the key changes are set out at Annex 1.
3. Last year Council resolved that LTP4 should be strengthened in its aims to reduce air pollution. Cabinet approval in June 2016 provided the mandate to introduce new policies and approaches to better address this in the updated LTP4, focusing on:
 - (1) Encouraging walking and cycling
 - (2) Restricting diesel vehicles in town centres
 - (3) Working more proactively with the City and District Councils to develop and enact Air Quality Action Plans
 - (4) Introducing low or zero emission mass transit vehicles
4. Annex 2 sets out how the LTP has been updated to reflect these four approaches in more detail, including the introduction of the new Active & Healthy Travel Strategy, developed with input from Public Health.
5. The Plan has been designed as a 'living' transport policy and strategy framework document, to be kept under review and regularly updated as significant changes take place which affect transport in Oxfordshire, across the region and nationally. It is also directly informing this year's update of the Oxfordshire Strategic Economic Plan and our proposed Oxfordshire Infrastructure Strategy, as part of our commitment to planning Oxfordshire's growth.
6. The 15 year timescale of the Plan gives major benefits in terms of providing a transport strategy that covers the period of the district councils' Local Plans and allows for long term planning of major infrastructure.

7. The Plan provides the policy framework for Oxfordshire's transport schemes over the lifetime of LTP4, within which proposals for specific schemes can come forward for investigation, development, consultation and approval, including, for example, the proposal for Oxford's Outer Park & Rides.

Revisions since June 2016 Cabinet

8. A variety of views and comments were stated at the Cabinet meeting by Members. A summary of the updates to chapters is below, to reflect decisions taken at Cabinet:

9. **A420 Strategy:**

It was agreed at Cabinet to make the following change:

Delete the third bullet point on page 10 of the A420 strategy document:

“A new roundabout at the A420 junction with Coxwell Road. This upgrade is partially funded by developers of nearby strategic sites.”

Substitute with the following bullet point:

“A significant junction improvement will be required at the A420 junction with Coxwell Road to accommodate known housing growth in the area. The Highway Authority has been negotiating with the developers through the planning process and a full signalisation of the junction is an agreeable solution in principle.”

Similar text has also been inserted on page 14 of the strategy, to add this to the table that covers a number of other proposed schemes, to reflect this point.

10. **Active & Healthy Travel Strategy:**

Minor text changes to the Strategy have been made since the version presented to Cabinet.

Financial and Staff Implications

11. Capital scheme proposals in the Plan will create future capital commitments, albeit that these will be subject to funding being available from Government and other sources. Capital commitments would also lead to revenue budget pressures and when developing projects/schemes for approval, their full costs including revenue funding required to support them will need to be made explicit as part of business case submissions.
12. Some changes to the Plan have been made to reduce the commitment of the Council to revenue funded interventions, to ensure that the Council does not overcommit resources and manages expectations on what it can afford in the increasingly challenging financial climate. Progress of proposals will be

dependent on the availability of funding and form part of the annual service & resource planning process.

13. Progressing Clean Air Zones in Oxfordshire would have resource implications, but the details but further research and liaison with DEFRA and other local authorities will be required to quantify these.

Equalities Implications

14. A Service & Community Impact Assessment was undertaken as part of LTP4 which was published in 2015 and is available on the council's website. Whilst this did not raise any significant concerns, it referred to the need for more bespoke assessments of individual programmes and proposals. There are no further equalities implications identified at this time.

RECOMMENDATIONS

15. **Council is RECOMMENDED to:**
 - (a) **adopt the updated Connecting Oxfordshire: Local Transport Plan 2015-2031 (LTP4) as council policy; and**
 - (b) **instruct the Deputy Director of Environment and Economy (Strategy & Infrastructure Planning), in consultation with the Cabinet Member for Environment, to keep the document under review and to make any necessary changes, subject to any such changes being reported to County Council for approval within 12 months.**

BEV HINDLE

Acting Director for Environment & Economy

Background papers: None

Annexes:

Annex 1: Summary of changes to LTP4

Annex 2: Air Quality overview

Annex 3: Updated LTP4 Chapters – Volumes 1 – 8

Annex 4: Service & Community Impact Assessment

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