

Annex 1: Review of LTP4

Introduction

The Local Transport and Connectivity Plan (LTCP) was considered by the Place Overview and Scrutiny Committee on 15 June 2022. The Committee were asked to provide comments on the LTCP proposals and supporting documents prior to their consideration by cabinet.

At the meeting, the Committee recommended that the Cabinet Member for Travel and Development Strategy report to the November 2022 meeting on the implementation and outcomes of the Local Transport Plan 4, the lessons learnt therefrom, and the policy links between Local Transport Plan 4 and Local Transport and Connectivity Plan.

The committee also asked for clarification about how many officers worked on the LTCP that also worked on Local Transport Plans 3 and 4.

This report provides the Place Overview and Scrutiny Committee with the information requested about LTP4. It is structured according to the scope agreed with the Chair and Deputy chair of the committee, summarised below:

- An overview of KPIs and what has(n't) been met.
- The extent of the use of data and evidence by the council in delivery.
- Whether governance structures matched up with/took consideration of the policy goals.
- Whether revenue and capital budgets matched up with/took consideration of policy goals.
- Whether the detailed practical policies of the transport authority inputting in planning applications matched up to high level policy and policy goals: e.g. parking policy on new developments.
- The relationship between traffic modelling and policy goals.
- Whether the growth deal funding and large infrastructure projects matched up with/took consideration of LTP policy goals.

Officers

In total 27 officers were involved with production of the LTCP. Of these 9 were involved with production of LTPs 3 and 4.

LTP4 Key Performance Indicators

LTP4 set out four transport goals:

- To support jobs and housing growth and economic vitality.
- To reduce transport emissions and meet our obligations to Government.
- To protect, and where possible enhance Oxfordshire's environment and improve quality of life.
- To improve public health, air quality, safety and individual wellbeing.

To achieve these goals, ten objectives for transport were developed. These were set within three themes, around which the policy section of LTP4 was structured. In order to deliver these objectives LTP4 identified 34 policies.

LTP4 did not contain targets or a set of Key Performance Indicators (KPIs). This was in part due to Local Transport Plan Guidance, as amended in the Local Transport Act 2008, which made updating of LTPs optional and did not place any requirements on Local Authorities to monitor or report on progress.

LTP guidance is currently being updated by the Department for Transport and was due to be consulted on in Autumn 2022. This will strengthen the role of LTPs and set a requirement for updated LTPs to be in place by Spring 2024. We are awaiting publication of the guidance for further detail about monitoring and reporting requirements.

The lack of monitoring framework was a key lesson learnt following the review of LTP4 conducted by officers. The LTCP therefore includes both a set of targets and KPIs. Work is ongoing to develop a monitoring tool to assist with annual review of the LTCP.

Therefore, there are not KPIs to assess delivery of LTP4 and due to the lack of monitoring framework there is a lack of data. Instead, a summary of the themes and objectives has been provided below. Where possible, an assessment of whether the objective was achieved has been made using available data.

Theme	Objective	Achieved
Supporting growth and economic vitality	Maintain and improve transport connections to support economic growth and vitality across the county	Partially achieved <ul style="list-style-type: none"> • Economic growth in all Oxfordshire districts (average 13% increase in GDP¹). • Transport improvements delivered (see appendix 1). • Bus network remained relatively stable until impacts of COVID-19.
	Make most effective use of all available transport capacity through innovative management of the network	N/A – Objective is not measurable but OCC continue to take an integrated approach to network management.
	Increase journey time reliability and minimise end-to-end public transport journey times on main routes	Partially achieved <ul style="list-style-type: none"> • Journey times increasing as there has been a 2% decrease in average speeds on local 'A' roads². • Slight increase in average excess bus waiting time from 1.5 to 1.6 minutes³. • However there has been a 10% increase in the percentage of non-frequent bus services running on time⁴.

¹ Office for National statistics: Regional gross domestic product (GDP) local authority reference tables

² Department for Transport: Monthly and 12 month rolling average speeds on local 'A' roads in England

³ Department for Transport: Average excess waiting time for frequent services by local authority: England, annual from 2004/05

⁴ Department for Transport: Non-frequent bus services running on time by local authority: England, annual from 2004/05

	Develop a high-quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment	N/A – Objective is not measurable and data is not available.
Reducing emissions	Minimise the need to travel	N/A – Improvements delivered to minimise the need to travel but objective is not measurable.
	Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive	Not achieved <ul style="list-style-type: none"> The proportion of journeys by private car has remained consistent⁵.
	Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment	N/A – Objective is not measurable. However, OCC have continued to influence district council work on the location and layout of development.
	Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets	Achieved <ul style="list-style-type: none"> Per capita carbon emissions from transport have reduced by 12%⁶.
	Mitigate and wherever possible enhance the impacts of transport on the local built, historic and natural environment	N/A – Objective is not measurable and data is not available.
Improving quality of life	Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services	Partially achieved <ul style="list-style-type: none"> 3% increase in percentage of residents that do any walking three times per week⁷. 1% decrease in percentage of residents that do any cycling three times per week⁸. Per capita carbon emissions from transport have reduced by 12%. 47% decrease in road casualties⁹. Inclusive access to jobs, education, training and services is not measurable.

Data and modelling

The schemes identified in the LTP4 area transport strategies were informed by data and evidence. This included transport modelling, census data and local plan evidence base work.

⁵ National Travel Survey (2019) and Active Lives Survey (2019)

⁶ Local Authority territorial CO2 emissions estimates 2005-2019

⁷ Department for Transport: Proportion of adults that walk, by frequency, purpose and local authority, England, 2019-2020

⁸ Department for Transport: Proportion of adults that cycle, by frequency, purpose and local authority, England, 2019-2020

⁹ OCC Road Traffic Casualty Data Summary 2020

Further data and evidence was used during delivery of all LTP4 schemes. Extensive modelling was conducted as part of business case development and implementation of all LTP4 schemes. The council also conducted a number of more detailed studies in support of LTP4. This included the Park and Ride study and Oxfordshire Cycle Survey to support the production of the Local Cycling and Walking Infrastructure Plans (LCWIPs).

It is recognised that whilst data and evidence have been used to deliver LTP4, the council's current data and monitoring processes have limitations and require improvement. As a result, the LTCP includes a 'data' chapter which includes policies that seek to address these issues.

Similarly, there are limitations to transport modelling and transport assessments. Current approaches have primarily been through the traditional 'predict and provide' approach, relying on historical traffic data to forecast future needs. Moving forward, the LTCP policies and supporting Decide and Provide guidance seeks to address this and establish a refined approach to transport assessment.

Governance

The governance structures overseeing delivery of LTP4 have changed throughout the course of the document, particularly with the election of Oxfordshire Fair Deal Alliance in 2021.

The primary governance structures that oversaw delivery of LTP4 were:

- Officer governance structure: Department Managerial Team (DMT) and County Leadership Team (CLT)
- Member governance structure: Transport Cabinet Advisory Group, Cabinet member briefings and Cabinet
- External governance structure: Growth Board (Future Oxfordshire Partnership), Oxfordshire Strategic Transport Forum

It is considered that these structures aligned with and took consideration of the LTP4 policy goals. There was a dedicated group and strong focus on LTP4s transport goal to "support jobs and housing growth and economic vitality" through the Growth Board / Future Oxfordshire Partnership. The other 3 policy goals were strongly considered through the officer and member governance structures.

There has also been work to improve and update governance structures to reflect changes to policy priorities. This has included the creation of the active travel co-production group to reflect the increased importance of active travel.

Budgets

The council sets its budgets every year in accordance with its priorities. Decisions on revenue and capital budgets therefore took consideration of and aligned with the policy goals set out in LTP4.

Planning

The documents used to respond to planning applications are specific to the varying types of planning application we are consulted on, such as the standard Full, Outline and Reserved applications. The core documents used to assess a development proposal on its merits are outlined below (not an exhaustive list):

- District and city local plans (including embedded parking standards)
- OCC Walking and Cycling Guides
- OCC Residential Road Design Guide
- OCC Street Design Guide
- OCC maintenance policies
- National Planning Policy Framework
- LTNs 2/08, 1/12 and 1/20
- Manual for streets
- Design Manual for Roads and Bridges (DMRB)
- TRICS database

There are a large number of detailed practical policies included in these documents. It is therefore not feasible to assess each one individually for alignment with LTP4 policy goals. There are also a number of government documents that cannot be influenced by OCC.

Local Transport Plans are not a key document in the planning system. It is therefore important that key policies are reflected in documents such as the Local Plans. There is ongoing work to develop updated Local Plans in Oxfordshire and officers are engaging with the district councils to ensure that there is alignment with the LTCP.

Funding

The majority of large infrastructure projects delivered through growth deal funding and the Housing Infrastructure Fund were identified in the LTP4 area strategies and so aligned with LTP4 policy. Those not identified in the LTP4 area strategies aligned with and were identified to help deliver the LTP4 policy goals.

As outlined previously, LTP4 had 4 transport goals. One of these was to “support jobs and housing growth and economic vitality”. All of the growth deal and large infrastructure projects align with this policy goal and were identified in the area strategies to help deliver it.

It is recognised that some of these projects were not closely aligned with other LTP4 transport goals such as reducing transport emissions and protecting Oxfordshire’s environment due to the focus on new road schemes. A lesson learnt from this was the need for a clear vision, alignment between policy goals and strong policy wording.

Housing & Growth Deal

Growth Deal Scheme	LTP4 alignment
NW Bicester A4095 Howes Lane / Lords Lane u/bridge	Bicester area strategy – Policy BIC1
NW Bicester A4095 Howes Lane / Lords Lane Road Realignment	Bicester area strategy – Policy BIC1
M40 J10 Improvements	Bicester area strategy – Policy BIC1
A422 Hennef Way, Banbury	Banbury area strategy – Policy BAN1
Tramway Road Banbury	Banbury area strategy – Policy BAN2
A361 Bloxham Rd to A4260 Oxford Rd Link Rd	Banbury area strategy – Policy BAN1

Access to Headington	Identified to improve facilities for pedestrians, public transport and cyclists. Aligns with LTP4 goals to reduce emissions, improve quality of life and improve public health
Botley Road Corridor	Oxford Transport Strategy and supporting Botley Road Corridor Study
Oxpens to Osney Mead Cycling and Pedestrian Bridge	Identified via Oxford Local Plan – aligns with LTP4 goals to support jobs and housing growth and reduce emissions
Oxford Citywide Cycle and Pedestrian Routes	Oxford Transport Strategy
Banbury Rd Improvements (Banbury Road Corridor)	Oxford Transport Strategy and supporting Banbury Road Corridor Study
Woodstock Rd Improvement (Woodstock Road Corridor)	Oxford Transport Strategy and supporting Woodstock Road Corridor Study
SE Corridors / Connecting Oxford	Connecting Oxford
A4260 and A44 Corridor Improvements	Identified via A44 and A4260 corridor study – aligns with LTP4 goals to support jobs and housing growth and reduce emissions
North Oxford Corridors - Kidlington	Identified via A44 and A4260 corridor study – aligns with LTP4 goals to support jobs and housing growth and reduce emissions
Active Travel P2 - City	Identified via Oxford LCWIP - Aligns with LTP4 goals to reduce emissions, improve quality of life and improve public health
Botley Road Bridge	Aligns with LTP4 goals to reduce emissions, improve quality of life and improve public health
Cowley Branch Line	Rail strategy
Watlington Edge Road	Identified to unlock housing in the vicinity of Watlington and create better conditions for active travel. Aligns with LTP4 goals to support jobs and housing growth and reduce emissions.
Benson Relief Road	Identified to connect new housing developments, unlock development sites, reduce congestion and improve active travel infrastructure. Aligns with LTP4 goals to support jobs and housing growth and reduce emissions.
Milton Enterprise Pedestrian and Cycle Bridge	Science Vale Area Strategy – Policy SV2.1
Frilford Junction	Science Vale Area Strategy – Policy SV2.20
Relief to Rowstock	Science Vale Area Strategy – Policy SV2.12
Jubilee Way Roundabout & Didcot Central Corridor	Science Vale Area Strategy – Policy SV3.2

Golden Balls Roundabout Junction (A4074/B4015)	Science Vale Area Strategy – Policy SV2.17
A40/Minster Lovell West Facing Slips/Access to Carterton	Carterton Area Strategy – Policy CA1
Oxford Science Transit	Oxford Transport Strategy
Access to Witney at Shores Green	Witney Area Strategy – Policy WIT1
Thame to Haddenham Cycle Route	Aligns with LTP4 goals to reduce emissions, improve quality of life and improve public health
Ploughley Road / A41 Bicester	Identified via Bicester Garden Town infrastructure programme – Aligns with LTP4 goals to support jobs and housing growth and reduce emissions.
Wantage Eastern Link Road	Science Vale Area Strategy – Policy SV2.5
A34 Lodge Hill	Science Vale Area Strategy – Policy SV1.3
Featherbed Lane Capacity Improvements	Science Vale Area Strategy – Policy SV2.11

Housing Infrastructure Fund (HIF)

HIF scheme	LTP4 alignment
HIF 1	
A4130 widening	Science Vale Area Strategy – Policy SV 2.6
New Didcot Science Bridge	Science Vale Area Strategy – Policy SV 2.6
New river crossing and link road between the A4130 at Didcot and A415 at Culham	Science Vale Area Strategy – Policy SV 2.16
Clifton Hampden Bypass between the A415 and B4015	Science Vale Area Strategy – Policy SV 2.13
HIF 2	
A40 smart corridor	A40 corridor strategy

Lessons learnt

During the development of the LTCP, the LTP4 objectives and area strategies were reviewed, and lessons learnt were identified. Some of the key lessons learnt are included in the LTCP, the full list is provided below.

Objectives and policies

- Need for a clear vision to guide the document and supporting strategies.
- Need to ensure alignment between policy goals.
- Need for strong policy wording and more specific policies.
- Need to improve internal processes, understanding of the LTCP and consistent application of policies.
- Need for SMART (specific, measurable, achievable, relevant and time-bound) targets / objectives.
- Need to establish a monitoring framework and improve the reporting of progress.

- Consider language used and how policies / schemes are explained, including why they are needed and how they will benefit residents.

Area strategies

- Need for a consistent countywide approach that aligns with LTCP policy.
- Need to move away from 'predict and provide' transport planning approach.
- Need for more ambitious measures to support the overarching objectives and move away from highways infrastructure improvements.
- Need for a greater focus on activation, healthy place shaping and measures to support infrastructure improvements.
- Need for robust consultation and engagement.



LTCP key milestones

It is planned to produce annual LTCP monitoring reports. The first report is therefore scheduled for July 2023.

There is ongoing work to produce the area and corridor travel plans and transport hub strategy. The indicative area and corridor travel plan timeline can be seen on the next page. Drafting of the Transport Hub strategy is scheduled to be completed by the end of December 2022.

Work is still ongoing to confirm the timescales and key milestones for the bus strategy and rail strategy. The Place Overview and Scrutiny Committee's input during the development of these is welcomed and once confirmed the timescales will be shared.

Area Travel Plans	Completion Winter 2022/23	Completion Summer 2023	Third Phase	Fourth Phase
Central Oxfordshire Travel Plan (Part 1)				
Central Oxfordshire Travel Plan (Part 2)				
Cherwell district travel plan				
Banbury				
Bicester				
Kidlington				
South & Vale district travel plan				
Didcot (Part 1)				
Didcot (Part 2)				
Abingdon				
Henley-on-Thames				
Thame				
Faringdon				
Wallingford				
Wantage & Grove				
West Oxfordshire district travel plan				
Witney				
Carterton				
Woodstock				
Chipping Norton				
Eynsham				
Corridor travel plans				
A40				
A41				
A44				
A420				
A4074				
M40/A34 SRN				

 work programmed and timescales confirmed
 timescales to be confirmed

Appendix 1 - LTP4 area strategy reviews

The primary way implementation of LTP4 was reviewed was through a review of the LTP4 area strategies. The LTP4 area strategies identified the specific schemes required to deliver LTP4.

The LTP4 area strategies included strategies for the A40, A420, Banbury, Bicester, Carterton, Science Vale (Wantage, Grove, Didcot, Harwell, Milton, Culham), Witney and Oxford.

The full review of the LTP4 area strategies is included in Appendix 1 of the LTCP. They have also been included in this report for reference. Overall, there has been good levels of delivery, particularly from the Science Vale and Oxford area strategies. A more limited number of schemes have been delivered from the Witney and Carterton area strategies.

The review highlights that there is ongoing work to deliver some of the schemes from the LTP4 area strategies. The schemes that have not been delivered will be reviewed as part of our work to develop updated area travel plans.

Witney Area Strategy

Policy	Published Text	2022 Update / Context / Situation
N/A	This Area Strategy is being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise 3,700 new homes in the Witney sub area by 2031. Three Strategic Development Areas are identified: 1,000 homes at West Witney, 400 at East Witney and 1000 homes at North Witney.	West Oxfordshire Local Plan was adopted in 2018. Comprise 4,702 new homes in the Witney sub area by 2031. Update to the Strategic Development Areas are identified: 450 at East Witney and 1400 homes at North Witney.
Policy WIT 1	An all-movement at-grade junction on the A40 at Downs Road, related to the West Witney strategic housing and employment site to provide a new access to the A40 for businesses and residents to the west of the town;	An all-movement at-grade junction on the A40 at Downs Road was completed as part of the West Witney Strategic Housing and Employment development site in August 2018.
	West-facing slip roads at A40 Shores Green junction and improvements to the B4022 Oxford Hill junction with Jubilee Way and Cogges Hill Road to be delivered by housing development at East Witney. Complementary measures in the surrounding rural area may also be sought to support this scheme.	A40 Shores Green West Facing Slips - Growth Deal Scheme Years 2 to 5. During 2021 the preferred option was identified and consulted upon.
	A feasibility and viability assessment of West End Link Road 2 (WEL2), a new road bridge crossing the River Windrush.	No change.
Policy WIT 2	Re-designating the A4095 via Jubilee Way, Oxford Hill, A40, Ducklington Lane and Thorney Leys so through traffic travels around the edge of the town rather than through it;	No change.
	Implementing schemes to deter through traffic from using Bridge Street and the Woodstock Road.	No change.
	Improving the environment in the town centre by reducing congestion, and enhancing the Air Quality Management and Conservation Areas.	No change.
	Discouraging undesirable routing of traffic by improving directional signs.	No change.
Policy WIT 3	Protecting the line of the Shores Green Slip Roads and promoting its safeguarding in the Local Plan.	No change.
	Continuing to safeguard land for the proposed West End Link stage 2 pending adoption of the WODC Local Plan.	West Oxfordshire Local Plan was adopted in 2018 and safeguards the land for West End Link stage 2.
	Ensuring development at North Witney is served by a Northern Distributor Road running from Woodstock Road to Hailey Road.	No change.

Policy WIT 4	Improving the frequency of bus services by using pump priming funding from new developments: i. Between Witney to Oxford; including City Centre, Oxford rail station, hospitals and Oxford Brookes University; ii. Between Woodstock and Burford via Hanborough rail station and Witney; iii. Between Witney's main residential and employment areas;	No change.
	Implementing measures to reduce delays to bus services i. through Witney particularly along Corn Street, Market Place, Bridge Street and Newland; ii. joining the A40 eastbound at B4044 Shores Green	No change.
	Improving the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.	No change.
Policy WIT 5	Providing a cycle premium route between Witney and Carterton, as part of the B4477 improvement scheme.	No change.
	Seeking funding from new development sites to ensure they are served by high quality walking and cycling routes to access off-site amenities.	No change.
	Conducting walking and cycling network assessment studies/Cyclability Audits to: a) Develop a network of high quality, continuous cross town cycle routes linking residential and employment areas; b) Improving local cycle routes from residential areas to schools; c) Improving conditions and infrastructure for pedestrians and cyclists in Bridge Street, the town centre and Station Lane areas.	No change.
Policy WIT 6	Secure strategic transport infrastructure contributions from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.
Policy WIT 7	Secure strategic public transport service and infrastructure contributions based on the contribution rate per dwelling or per m2 for non-residential developments	No change.

*Policy WIT6 was previously removed as it was the A40 Science Transit 2 Policy which is now contained in the A40 Route Strategy chapter

Carterton Area Strategy

Policy	Published Text	2022 Update / Context / Situation
N/A	This Area Strategy is being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise 2,600 new homes by 2031 in the Carterton sub area.	West Oxfordshire Local Plan was adopted in 2018. Comprise 2,680 new homes in the Carterton sub area by 2031.

Policy CA1	Improve the B4477 between Carterton and A40 at Minster Lovell, which includes provision of cycle premium route, and upgrade from B classification road to A classification.	No change.
	Promote west facing slip roads at A40/B4477 Minster Lovell junction	No change.
	Continue to work with RAF Brize Norton to establish the implications of Programme Gateway on the existing transport network.	No change.
Policy CA2	Improving the frequency of bus services between Carterton, Witney and Oxford; including City Centre, Oxford rail station, hospitals and Oxford Brookes University;	No change.
	Providing bus stops close to the RAF Main Gate;	No change.
	Improving the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.	No change.
Policy CA3	A high quality cycleway from the employment and residential areas in the north and east of the town to Carterton town centre via Brize Norton Road;	No change.
	High quality cycle links from the west of the town to the town centre;	No change.
	Establishing a network of high quality local cycle routes throughout Carterton;	No change.
	Work with RAF Brize Norton to improve traffic flow for all modes at RAF Brize Norton's Main Gate including pedestrian and cycle routes;	No change.
	Support for the redevelopment of Ministry of Defence housing stock within Carterton to provide excellent pedestrian access throughout the redeveloped site and clear pedestrian links to facilities across the town, including, where financially practical, the removal of the Upavon Way pedestrian subway;	No change.
	Providing a high quality cycle premium route between Carterton and Witney as part of the B4477 improvement scheme; and	No change.
	Seeking funding from new development sites to ensure they are served by high quality walking and cycling routes to off-site amenities	No change.
Policy CA4	Reduce queuing traffic and improve the environment in the town centre;	No change.
	Discourage undesirable routing of traffic by improving directional signs and traffic calming measures.	No change.
Policy CA5	Secure strategic transport infrastructure contributions from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.
Policy CA6	Secure strategic public transport service and infrastructure contributions based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.

A40 Corridor Strategy

Policy / Section	Published Text	2022 Update / Context / Situation
Paragraph 5	The A40 strategies are being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise provision of at least 10,500 homes between 2011 and 2031.	The WODC Local Plan was adopted in 2018 and committed at least 15,950 homes between 2011 and 2031.
Paragraph 6	Following the Examination in Public (EiP) of West Oxfordshire's Local Plan in 2015 the District are considering options to increasing the level of housing growth, as recommended by the Inspector. These proposals will be considered within the context of transport schemes for the A40.	Following the Examination in Public (EiP) of West Oxfordshire's Local Plan in 2015 the district did increase the level of housing growth across the district, as identified in the adopted West Oxfordshire's Local Plan 2018.
Paragraph 7	Following the publication of the Oxfordshire Strategic Housing Market Assessment (SHMA), which identified a need for 28,000 new homes for Oxford within the period 2011-31, the Oxfordshire councils have agreed a working assumption of 15,000 homes as the scale of Oxford's unmet need to be planned outside the city.	The SHMA led to an allocation of Oxford's unmet housing need being allocated in the West Oxfordshire Local Plan 2018.
Paragraph 8	Two strategies are outlined below for the A40. The first, A40 Science Transit 2, will deliver a package of schemes providing short term relief to the A40 by 2021. These improvements are unlikely to wholly resolve the current capacity issues on A40. Therefore a long term strategy for improving the A40 is currently being developed.	Two strategies have now been adopted by the council the A40 Science Transit 2 package (funded from Local Growth Fund) and the A40 Smart Corridor (funded from Housing Infrastructure fund) and referenced in the WODC Local Plan 2018.
Paragraph 10	In the short term we have been provisionally awarded £35 million from the Government's Local Growth Fund for public transport improvements in the A40 corridor for delivery between 2019 and 2021.	A40 Science Transit funded by the LGF time frames have been revised to align with the A40 Smart Corridor Project from 2021 to 2024
Policy A40	A Park and Ride car park on the A40 corridor at a location to be determined through the county council's Park & Ride study, due to be published in spring 2016;	A Park and Ride car park on the northside of the A40, west of Cuckoo Lane corridor has been identified.
Policy A40	Junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout, including bus priority on the approach to Swinford Toll bridge;	Superseded by A40 Smart Corridor; and bus priority on the approach to Swinford Toll bridge has been dropped as it is not feasible.
POLICY A40	The County Council has secured City Deal funding to improve Wolvercote roundabout and Cutteslowe roundabouts in north Oxford (to be completed winter 2016).	City Deal funding was used to improve Wolvercote and Cutteslowe roundabouts in 2016.
Paragraph 14	Some funding has also been secured for a new link road between the A40 and A44, which will provide improved access from west Oxfordshire to the A44 & A34, avoiding Wolvercote roundabout.	Funding reallocated to other projects.

Investing in the A40 - Long Term Strategy	<p>The Council has committed to investigate in detail a combined scheme for further feasibility comprising a package of measures:</p> <ul style="list-style-type: none"> i) a dual-carriageway from Witney to a park and ride at Eynsham ii) bus lanes in both directions along the A40 from a park and ride at Eynsham to the Duke's Cut canal bridge approaching Wolvercote roundabout iii) provision of high quality cycleways along the length of the route. 	<p>Package of measures revised to:</p> <ul style="list-style-type: none"> i. A dual-carriageway from Witney to a park and ride at Eynsham; ii. Bus lanes in both directions along the A40 from a park and ride at Eynsham to the Duke's Cut; canal bridge approaching Wolvercote roundabout iii. Bus priority eastbound at Duke's Cut canal bridge; iv. Provision of high quality cycleways along the length of the route.
Figure 2: Investing in the A40 corridor long term strategy.	<p>See figure.</p>	<p>In addition – we anticipate the strategic development sites to provide additional infrastructure to this strategy, namely the Salt Cross Western Roundabout Access, and the Cuckoo Lane walking and cycling underpass between Saltcross and Eynsham. Both have a significant impact on how the A40 functions going forward.</p>

Banbury Area Strategy

Policy	Published Text	2022 Update / Context / Situation
BAN1	Promotion of Bankside.	Chicanes have been removed. Full strategy review will consider the role of various roads in the town.
	Traffic management along A361 the South Bar Street/ Horsefair corridor.	Removed from current strategy but will need to be reconsidered in the strategy review.
	Bridge Street/ Cherwell Street eastern corridor improvements.	No change.
	Bloxham Road (A361)/ South Bar Street improvements.	No change.
	Provision of A361 Bloxham Road to A4260 Oxford Road Spine Road.	Eastern end is now in place.
	Relief to Hennef Way – north-facing slip roads off Southam Road.	No change.
	Hennef Way/ Southam Road improvements.	No change.
	Hennef Way/ Concord Avenue improvements.	No change.
	Hennef Way/ Ermont Way improvements.	No change.
	Ermont Way/ Middleton Road improvements.	No change.
	Increasing the capacity of junctions along Warwick Road (B4100).	Consultants currently working to investigate.
	Bloxham Road (A361) junction with Queensway and Springfield Avenue improvements.	These junctions are currently being looked at, along with complementary measures in other parts of Easington.

	A361 Southam Road junction with Castle Street and Warwick Road improvements.	Currently being delivered.
	Provision of a link road east of M40 Junction 11 (Overthorpe Road to A422).	Developers are looking to deliver the road.
	Investigating the impact of; (i) a link road crossing from Tramway Road to Higham Way, (ii) a link road from Chalker Way at central M40 site to Bankside (crossing either the railway, river and/or canal), (iii) a south east link road	Option (i) was assessed and removed as not deliverable. The South East Link Road and other options still remain ambitions.
	Reviewing the highway signage on routes into the town centre to sign north-south through-traffic away from sensitive areas of the town centre and promote appropriate route choices at key decision-making junctions.	No change.
	A car park review and improvements, and provision of car park matrix signs.	No change.
BAN2	Promoting a bus route serving Bretch Hill>Banbury Town Centre>Rail Station (at Higham Way)>Thorpe Way>Wildmere Road>Banbury Gateway Retail Park. This scheme will explore the option of opening a bus-only route from Alma Road to Thorpe Way in order to provide bus journeys direct to the employment site. New bus stops will be introduced along the route.	Initial attempt failed as didn't have a solution in Thorpe Way but remains a key route to achieve.
	Undertaking feasibility work into the costs and benefits of routing buses through the pedestrianised town centre.	No change.
	Conducting, in line with the Banbury Masterplan, a comprehensive review of bus interchange facilities including the functionality of the bus station.	No change.
	Conducting, in partnership with bus operators, a comprehensive review of town wide bus services to identify short, medium- and long-term route changes (including any infrastructure requirements) to provide direct commercial bus routes from residential areas, via the town centre to the employment areas.	No change.
	Identifying suitable routes into and through the town centre.	No change.
	Opening Tramway Road as an access for cars into and out of the station car park and access to the Canalside development.	Delivering through Growth Deal.
	Exploring opening Station Approach to through bus services via Tramway Road.	Delivering through Growth Deal.
	Developing inter-urban services through enhancement of existing bus services or new services.	No change.
	Seeking funding from new development sites to ensure they are served by high quality commercial public transport services.	No change.
BAN3	We will work with our strategic partners to develop Banbury Station as a transport interchange. This is likely to involve re-designing the station forecourt to create an interchange that will feature a taxi rank; better cycle access and facilities (including secure cycle storage); an improved route to the station for people on foot, and improved public realm giving a sense of arrival.	Supported through funding for cycle racks and some improvements through Tramway scheme.

	We will improve walking, cycling and public transport links to the station in order to meet future demand and to better connect the station to the town.	LCWIP, access to stations work and Wayfinding project will help to deliver improvements.
	Increase the variety of bus services passing the rail station, including exploring opportunities to route buses via Higham Way, and from Tramway Road to Station Approach.	This will be delivered through the Tramway, Bankside improvements and Salt Way link road.
	We will seek to maximise the opportunities national rail electrification proposals could bring to improving the transport networks, particularly at Bridge Street and around the rail station.	No change.
BAN4	Seek funding from new development sites to ensure they are served by high quality walking and cycling routes to off-site amenities.	A number of s278 schemes delivered.
	Conduct walking and cycling network assessment studies and prioritise improvements to deficiencies in the networks.	Town centre walking audit completed 2018; LCWIP being carried out at the moment.
	As identified in the Cherwell Local Plan 2011-2031 (part one) seek new pedestrian and cycle bridges, as part of the Canalside development, crossing the Oxford Canal and River Cherwell which will connect the rail station to the town centre.	One delivered by Longford Park; another secured through development on Canalside; on-going work to deliver the rest.
BAN5	This policy supports delivery of the Sustainable Transport Strategy.	N/A.
	We will seek mitigation from the impact of High Speed 2 (HS2) construction traffic across North Cherwell and Banbury.	Mitigation delivered at Wardington and Junction 11
BAN6	Oxfordshire County Council is working towards establishing a strategic Transport Contribution rate for developer funding, which will be adopted in a future update of this strategy.	No change.

Science Vale Area Strategy

Policy	Published Text	2022 Update / Context / Situation
SV 1.1	Delivering access and journey reliability improvements at Milton Interchange. To improve capacity, relieve congestion and accommodate additional traffic from planned development.	A 'hamburger' link was delivered under the A34, with widening across the roundabout, which opened in May 2015. The updated area strategy will consider further improvements at Milton Interchange given the significant growth planned for the area.
SV 1.2	Delivering north-facing slips at Chilton Interchange to provide a full movement junction. To enable more direct access to and from Harwell Campus from the A34, helping to attract investment.	The scheme was delivered and open to the public in November 2016. The updated area strategy will consider further improvements at Milton Interchange given the significant growth planned for the area.

SV 1.3	Delivering south-facing slips and investigating the provision of a new Park & Ride and bus priority measures at Lodge Hill Interchange, Abingdon. The provision of a full movement interchange will improve capacity and accommodate additional traffic from potential future development. A new Park & Ride will enable more trips into Oxford to be made by bus and alleviate congestion on Oxford's approach roads.	Funding has been awarded via Homes England along with S106 contributions in Abingdon to deliver the scheme. The scheme is currently in the design phase. The Lodge Hill Park & Ride is awaiting evaluation and review to establish commercial viability before a business case can be put together for this scheme.
SV 1.4	Developing Didcot Parkway station into a 'state-of-the-art' multi-modal interchange, to meet demand from new development and improved rail services. This includes a multi-storey car park, station access from the north, grade separation and a new station building.	The multi-storey car park was officially opened July 2019 and the cycle hub opened March 2021. We continue to work with the Didcot Garden Town team, further consideration will also be given to this policy in the updated Local Transport and Connectivity Plan once completed.
SV 1.5	Working with Network Rail and other partners to support the overhead electrification of the Great Western Mainline.	Electrification was delivered by end of 2017.
SV 1.6	Providing clear signage across Science Vale and establishing a clear hierarchy of routes to assist with way finding for all modes of transport.	This is being reviewed as part of several schemes in the area.
SV 1.7	Promoting the provision of a station at Grove, working with partners as part of a wider proposal to improve rail connectivity with Didcot and neighbouring areas, such as Swindon and Bristol, and in the longer term with East-West Rail to Milton Keynes.	On-going. Grove station identified as a potential infrastructure intervention in the Oxfordshire Rail Corridor Study (ORCS).
SV 1.8	Promoting an improved level of rail service at Didcot Parkway, seeking a minimum of four trains per hour to Oxford and Bicester, and securing future direct services to Birmingham and Heathrow airports as new rail infrastructure comes forward.	On-going. The ORCS has been completed to identify opportunities to enhance rail usage. The Oxford Phase 2 works have been identified as the critical next step to delivering the 2024 ambitions. A portfolio of interventions is required to deliver the 2028 ambitions, some of which can be associated with individual service enhancements, but the majority represent a comprehensive system upgrade between Oxford North Junction and Didcot.
SV 1.9	Promoting greater presence, accessibility and an improved level of rail service at Culham Station. To improve accessibility for the local area and Culham Science Centre and to encourage further business investment.	Ongoing. Supporting growth in seven Oxfordshire hubs by improving inter-connectivity is a key theme of the ORCS. The hubs identified include Culham.
SV 1.10	Promoting an improved and fully integrated public transport system with bus priority measures, linking Science Vale with innovation hubs and research locations in Oxford, in accordance with Science Transit and the Oxfordshire Bus Strategy.	On-going.
SV 1.11	Promoting the efficient transport of freight, using the most suitable routes as outlined in Oxfordshire's Freight Strategy and Oxfordshire Lorry Routes map.	On-going and to be picked up in the freight strategy part of LTCP.

SV 2.1	Delivering cycle route upgrades and maintenance on the existing network. This includes the provision of new routes, new substantial infrastructure (including bridges), branded signs and marketing measures to provide a high quality, safe and attractive network.	See cycle update below.
SV 2.2	Securing new strategic bus services and associated infrastructure between major residential sites at Didcot, Wantage & Grove, Wallingford, Abingdon, town centres / retail and the employment sites at Milton Park, Harwell Campus, Culham Science Centre, and Oxford. A minimum of two buses per hour during the morning/evening peak travel periods is required to provide a credible level of service.	On-going.
SV 2.3	Securing improvements to existing bus services and associated infrastructure between Oxford, Didcot, Wantage & Grove, Abingdon, Wallingford and employment sites in Science Vale.	On-going.
SV 2.4	Strengthening public transport links from Didcot Parkway through improved bus connections, including segregated priority sections of route, to improve bus reliability and journey times. Bus priority measures will be investigated on the A4130 from Science Bridge into Didcot, through the Valley Park development site located to the west of Didcot; and between Wantage & Grove, Milton Park and Didcot via Steventon.	On-going.
SV 2.5	Delivering the Wantage Eastern Link Road to support developments in Wantage and Grove and provide relief to central Wantage.	Wantage Eastern Link Road (WELR) is currently in the design stage and is currently estimated to be constructed by the end of 2022, however exact timescales are still being confirmed with the contractors. The various phases of WELR are being funded by money collected from Growth Deal, Homes England Marginal Viability Housing Infrastructure Fund and S106 contributions from developments in the vicinity of Wantage and Grove.
SV 2.6	Delivering Science Bridge and widening of A4130 to provide relief to Manor Bridge and support/enable development in the area including Didcot A, NE Didcot, Valley Park and NW Valley Park.	The infrastructure proposed in this policy is being delivered as part of the Housing Infrastructure Fund (HIF) project. The project is estimated to be completed by 2024.
SV 2.7	Completing the A4130 Didcot Northern Perimeter Road part 3 (NPR3), to relieve congestion on local roads, and to improve access to Didcot from the east. Supports and enables Ladygrove East development.	NPR3 is in the preliminary design phase. This scheme is linked to the delivery of the Ladygrove East housing allocation. Exact timing for delivery is still being considered.
SV 2.8	Delivering Harwell Link Road section 1 (B4493 to A417) and Harwell Link Road section 2 (Hagbourne Hill) to improve access and connections to Harwell Campus and Didcot, reduce congestion on the local network, and protect villages from unnecessary through traffic. Supports and enables Valley Park development.	Harwell Link Road was completed and opened for use on 29 th March 2018. The Hagbourne Hill scheme was completed in July 2016.
SV 2.9	Improving Harwell Campus entrance to facilitate additional trips into/out of the site (at the three main entrances on the A4185) and supplement the improved Chilton Interchange.	The Thomson Avenue entrance was completed in August 2020. There are no immediate plans for upgrades to Fermi Avenue and Curie

		Avenue. The requirement for mitigation at these junctions will be continually reviewed through transport assessments for subsequent growth at Harwell Campus and through continued liaison with the campus.
SV 2.10	Delivering improvements along the A417 corridor to address congestion, safety and the conflict between the volume of traffic, east-west travel, and access to the villages along this route. Elements of the strategy include junction improvements, bus stop infrastructure, footpath and cycleway improvements and speed limit reviews.	No change - the updated area strategy will consider this further.
SV 2.11	Delivering improvements at Steventon traffic lights at the A4130 / B4017 junction and improvements to Featherbed Lane. To remove the 'bottle-neck' and improve journey times to the A34, Milton Park, other Didcot employment sites and to Wantage & Grove.	Parts of Featherbed Lane were widened in 2015. Oxfordshire County Council are currently at optioneering stage and are appraising potential interventions for Featherbed Lane and associated junctions (including Rowstock roundabout). Preferred options are to be identified within an Options Assessment Report due for completion in March 2022.
SV 2.12	Reducing congestion at Rowstock roundabout through measures to increase capacity of the junction.	See above.
SV 2.13	Delivering improved Access to Culham Science Centre (CSC) Phase 1 (new road from CSC entrance to the B4015 north of Clifton Hampden) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC.	The infrastructure proposed in this policy is being delivered as part of the HIF project. The project is estimated to completed by 2024.
SV 2.14	Promoting schemes to provide relief to villages within Science Vale which are affected by high levels of through traffic.	No change - the updated area strategy will consider this further.
SV 2.15	Providing improvements to the A4130 between Didcot and Wallingford to reflect the volume of trips between the two towns. The ability to move reliably and safely along this corridor is important, particularly in helping to support planned employment growth in Science Vale.	No change - the updated area strategy will consider this further. Some S106 monies have been taken towards a scheme in this area.
SV 2.16	Delivering improved Access to Culham Science Centre (CSC) Phase 2 - new river crossing (between Didcot and CSC) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC. This scheme also increases capacity for north/south movements across southern Oxfordshire and reduces pressure on the A34, whilst increasing network resilience across the Thames floodplain.	The infrastructure proposed in this policy is being delivered as part of HIF project. The project is estimated to completed by 2024.
SV 2.17	Delivering capacity improvements on the B4015 between Access to Culham Phase 1 and the A4074 to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The upgrading of this route is part of the scope of the optioneering exercise for the Golden Balls roundabout, this study is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete.

SV 2.18	Delivering capacity improvements at the Golden Balls Roundabout (junction of A4074 and B4015) to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The optioneering exercise for the Golden Balls roundabout is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete.
SV 2.19	Delivering capacity improvements on the A4047 north of Golden Balls roundabout to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The optioneering exercise for the Golden Balls roundabout is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete. The study will look at the need for bus priority measures north of the Golden Balls roundabout and consider the impacts of traffic growth along this corridor.
SV 2.20	Promoting capacity improvements to the A338 /A415 Frilford lights junction to improve accessibility between Wantage, Grove and Oxford.	The optioneering commenced in March 2021 and is due to conclude in April 2022. This optioneering exercise will consider all potential means of addressing the capacity issues at Frilford junction and the air quality issues within the Marcham AQMA.
SV 2.22	Providing new and substantially upgraded strategic cycle routes to Milton Park, Harwell Campus and Culham Science Centre through the Science Vale cycle strategy	See Cycle Strategy updates below.
SV 2.23	Securing safe and attractive walking and cycling routes as part of planning for new developments.	See Cycle Strategy updates below.
SV 2.24	Establishing links from new development to Public Rights of Way.	On-going.
SV 2.25	Establishing a bus route between Grove, Wantage, Milton Park and Didcot.	X36 linking Grove, Wantage, Milton Park and Didcot launched in January 2021.
SV 2.26	Promoting improved sustainable access to Culham Science Centre through enhanced bus connections and improved cycle routes to Abingdon and Didcot.	See Cycle Strategy updates below.
SV 3.1	Ensuring appropriate bus access, infrastructure and service patterns to complement plans for new development and suitably serve key destinations in Didcot town centre including Didcot Parkway station, the Orchard Centre and Broadway.	On-going.
SV 3.2	Securing the delivery of capacity improvements at Jubilee Way roundabout, to improve access to the town centre and support the on-going vitality of the Orchard Centre.	Jubilee Way roundabout now forms part of Didcot Central Corridor (DCC) scheme, therefore please see update below. This a standalone scheme will be removed from the updated strategy.
SV 3.3	Central Didcot Transport Corridors (Jubilee Way to Science Bridge and the Broadway) to transform the transport corridors through central Didcot, prioritising space for public transport, cyclists and pedestrians, address pinch point junctions and improve linkages between new development sites, the rail station and the town centre.	The DCC project is at the start of the procurement stage to commission a consultant to produce a placemaking strategy and options appraisal report for the project. The scope of this work has been widened to include a larger area for consideration.
SV 3.4	Pedestrian and cycle network enhancements providing improved routes with better signage to the town centre and Didcot Parkway together with better facilities at employment and residential sites, to encourage the use of sustainable, active modes of travel.	See below for cycling update. Better signage / wayfinding will be covered for certain routes in Didcot as part of the Didcot Central Corridor project.

SV 3.5	Promoting and delivering the Didcot Garden Town Green Corridors, we will work with the District councils to deliver green corridor routes for pedestrians and cyclists between the urban areas of Didcot and the surrounding countryside.	On-going.
SV 3.6	Promoting a strategic approach to planning for parking in Didcot to identify an appropriate balance of parking provision in the town and at the rail station to support town centre vitality.	On-going. Parking in the town centre will be picked up as part of the DCC study.
SV 4.1	Safeguarding and protecting the ability to provide a Southern Didcot road to relieve the B4493, southern residential roads and the town centre if significant additional development is allocated to the south of the town in the future.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.2	Safeguarding and protecting the ability to provide a South Abingdon road if significant additional development is allocated to the south of the town in the future. This will provide a direct link from west Abingdon to the A415 to the east and relieve congestion in Abingdon town centre.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.3	Safeguarding and protecting the ability to provide a Wantage Western Link Road if there is substantial additional development in west Wantage. This would complete the perimeter route for Wantage and provide relief to key roads within the town.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.4	Safeguarding and protecting the ability to provide a station at Grove	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.5	Safeguarding and protecting the ability to provide A34 - Milton Park north facing slips if additional significant development comes forward in the Didcot area. This will provide a direct link between the A34 and Milton Park for traffic travelling to/from the north.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.6	Safeguarding and protecting the ability to provide a Marcham bypass this may be required to help mitigate the Air Quality Management Area declared in Marcham village.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work. Further optioneering work is underway and this will inform what scheme comes forward.
SV 5.1	Secure strategic transport infrastructure contributions (including cycle schemes) from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	On-going.
SV 5.2	Secure strategic public transport service contributions for new or improved public transport services as well as bus stop infrastructure to support sustainable development.	On-going.
Science Vale Cycle Network	Our vision is for a world-class cycle network enabling users to make safe, efficient, connected journeys by bike." "Our ambition is to raise the status of cycling in the Science Vale area through the provision of innovative and high quality cycling facilities comparable with those found in the cycling countries of continental Europe, supporting the growth and investment being made in Science Vale.	See below for updates on specific routes within the Science Vale cycle network. The updated strategy will look again at the area and be formally known as the Science Vale Active Travel Network (SVATN) phase 2 and be expanded to take account of the additional allocated growth in the area

		(within SODC's Local Plan).
Science Vale Cycle Network - Route 1	Wantage to Harwell Campus.	This route (approx. 5000m) from West Lockinge, through Ardington Village to Hungerford Road, West Hendred is now completed as of December 2020 and allows cyclists traveling from Wantage to Harwell Campus to avoid the main roads of A417 and A4185. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 2	Wantage to Milton Park.	Steventon to Milton Park which forms part of this route, also known as the Cinder track, land has been safeguarded but landowner negotiations need to be undertaken. The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 3	Abingdon to Milton Park.	3B1 (North Peep-O-Day-Lane) was opened on 24 th April 2020, 3B2 (South Peep-O-Day Lane) was opened on 15 th June 2020. Routes 3C and 3D have been delivered and include Improvements to an off-road section between Milton Park and Sutton Courtenay (3D) and signage improvements along Drayton Road, Brook Street, High Street and Milton Road (3C).
Science Vale Cycle Network - Route 4	Abingdon to Harwell Campus.	The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 5	Didcot to Harwell Campus.	Route 5G has been delivered and includes a new stepped cycle track (approx. 900m) along Wantage Road, between Didcot Community Hospital and the B4493 Wantage Road Roundabout being constructed by Taylor Wimpey. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 6	Didcot to Milton Park.	Routes 6A and 6B have been delivered and include street lighting along north side of Milton Road, Didcot, speed limit reduction to 40mph and new traffic signals/speed limit signs. 6B includes conversion of the footway on the East side of Foxhall Road into a shared-use pedestrian/cycling facility.

		The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 7	Abingdon/Oxford to Culham Science Centre.	Route 7A and 7C were delivered by December 2020 and include improvements to existing off-road tracks along Abbey Meadows and Barton Fields. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 8	Didcot to Culham Science Centre.	Route 8G1 was delivered on the 5 th November and include a new ramped cycle bypass lanes at two build-outs on the High Street in Long Wittenham (at the Red Barn and at No 35 High Street). The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 9	Grove to Wantage.	The route will be investigated as part of a Local Cycling and Walking Infrastructure Plan (LCWIP) for Wantage and Grove.
Science Vale Cycle Network - Route 10	Didcot to Wallingford.	The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network – not numbered	Steventon to Milton Park.	See Wantage to Milton Park above.
	Chilton to West Ilsley A34 Junction.	No change. The rest of the route will be investigated as part of the SVATN stage 2 work.
	Backhill Lane Tunnel.	Backhill Lane Tunnel was opened in November 2017.
	Berinsfield to Oxford.	The rest of the route will be investigated as part of the SVATN stage 2 work/ County strategic cycle routes work.
	Culham Village to Abingdon.	See Route 7 (Abingdon to Culham science Centre) above.
	A417 Cycle Path.	The route will be investigated as part of the SVATN stage 2 work.
	Didcot Station to Power Station Roundabout.	The Didcot LCWIP will look at potential options here.
	Cow Lane Underpass, Didcot.	The Didcot LCWIP will look at potential options here.

Wantage Town Routes.	The Wantage and Grove LCWIP will look at potential options here.
Other Towns and Local Schemes.	The routes will be investigated as part of the SVATN stage 2 work.
Didcot – A Mini-Holland?	The Didcot LCWIP will look at potential options here.

Bicester Area Strategy

Policy	Published Text	2022 Update / Context / Situation
BIC1	Continuing to work with Highways England to improve connectivity to the strategic highway.	Ongoing partnership working with National Highways (formerly Highways England); i.e. M40 J09 & J10 (Bicester).
	Investigating a new motorway junction as part of the Garden Town work.	Completed - Cherwell District Council project (Dec 2016).
	Reviewing key county road links out of Bicester, including those that cross the county boundary.	Ongoing partnership working with Buckinghamshire Council (regarding the A41).
	Investigating options for infrastructure improvements and bus priority to enable greater reliability on the A41 corridor to/from Junction 9 to A41 Bicester Services roundabout.	Part of the A41 Corridor Options Work is nearing completion. Mobility Hub expansion and Access to Wendlebury schemes are still ongoing items.
	Delivering effective peripheral routes around the town - Western peripheral corridor: realigning A4095 Howes Lane.	Delivery complete for the bridge under the railway (A4095). Design work for the realignment road is ongoing.
	Delivering effective peripheral routes around the town - Eastern peripheral corridor: upgrade to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive.	Section through Wretchwick Green designed as part of the development site. The rest of the A4421 is ongoing. Design code completed in 2016.
	Delivering effective peripheral routes around the town - Southern peripheral corridor: provide a South East Perimeter Road.	As part of the Steer A41 Study (due for completion in 2022). Next steps to be determined.
	Investigating solutions to East-West Rail Phase 2 challenges - Working closely with the rail industry to deliver solutions at the Charbridge Lane level crossing affected by the East-West Rail Project.	Charbridge Lane bridge completed early 2022.
	Investigating solutions to East-West Rail Phase 2 challenges - Working closely with the rail industry and the Department for Transport to develop a solution to the likely restrictions affecting the London Road as a result of the East-West Rail project and national rail programme.	EWR currently undertaking an options assessment and statutory consultation expected late 2022.
Supporting the proposals to secure a potential freight interchange at Graven Hill and working with the district and developers to achieve this.	Not progressed.	

BIC2	Improving Bicester's bus services along key routes and providing improved public transport infrastructure.	Ongoing work.
	Enhancing pedestrian, cycle and public transport links to the Bicester Village Station, Bicester North Station and key employment sites.	Utilising the current and emerging Bicester LCWIP (2020) as a catalyst for delivering changes and upgrades. Funding opportunities also sought in Active Travel Fund Tranches, delivered cycle parking and access to Bicester North in partnership with Chiltern Railways.
	Implementing Bicester town centre highway modifications. In combination with improvements to the peripheral routes, highway restrictions in Bicester Town Centre will be considered on through routes in order to reduce through traffic in the town centre, constraining it to the peripheral routes and promoting more sustainable travel options in the town. Radial connectors into the town centre will be assessed in terms of their role in the overall transport network and opportunities for providing improvements for sustainable modes of transport.	The pre-design work completed for Market Square. Worked with Sustrans to produce drawings and costings for active travel links via the Central Corridor and Middleton Stoney Road (2021).
	The Bicester Sustainable Transport Strategy has identified a number of new sections of urban pedestrian and cycle routes.	This is now picked up under the 2020 Adopted Bicester LCWIP strategy. Ongoing work with active travel groups on the emerging updated LCWIP.
	Progressing a Wayfinding Project for Bicester with the aim of improving signage across the town	Delivered.
BIC3	Undertaking travel promotions and marketing measures.	Community Activation via Active Travel Funding Tranche 2 focused on this objective in 2020-21. Also working with key user groups and stakeholders to promote the Active Travel agenda.
	Developing a coordinated parking strategy in partnership with Cherwell District Council.	We have decriminalised parking in place along with Electric Vehicle Parking Strategy across the county. Detailed look at the impact of parking in Market Square Study (Pre-design 2021). Ongoing as part of the emerging Mobility Hub Design Guidance. Also delivered restrictions to protect residential areas from inappropriate commuter parking.
	Discourage undesirable routing of traffic by developing a signage strategy.	Delivered and ongoing with regular reviews.
	Providing coordinated information and advance notice of construction closures and traffic related issues.	Delivered and ongoing with regular reviews with stakeholders and businesses.

	Providing new approaches to transport through the North-West Bicester development site.	North West Bicester perform ongoing reviews of their Travel Plan(s). Working with major developers to realise the potential for a breadth of transport provisions in combination with the LCWIP (2020) and national guidance (i.e.. LTN 1/20).
BIC4	Secure strategic transport infrastructure contributions.	Ongoing.
	Secure strategic public transport service contributions.	Ongoing.

Oxford Transport Strategy

Policy	Published Text	2022 Update / Context / Situation
MaaS Transit	Page 9 - Proposed Network - "In combination with work on the Oxfordshire Science Transit and Oxfordshire Bus Strategy, the Oxford Transport Strategy (OTS) helps to define the strategic transit network for the County (shown in the schematic plan). With Oxford as the central hub, the network will improve transport links within and beyond Oxfordshire; improve access for residents; and increase the connectivity to locations of major growth."	<p>City & District Councils' Local Plans include new housing & employment allocations including Oxford unmet need sites. Network plans to be reviewed in light of this.</p> <p>Bus Service Improvement Plan (BSIP) required by October 2021, with Enhanced Partnership Plan to become effective from April 2022. Network plans to be reviewed in light of this.</p>
	Page 13 - The future of Park & Ride - "Future housing and employment growth within Oxfordshire is set to further exacerbate congestion on the A34, the outer ring-road and other corridors that feed into the city, unless traffic can be captured before it reaches them. The expansion of the current city-edge Park & Ride sites to meet forecast levels of demand would add substantially to traffic levels on already congested routes. New outer Park & Ride sites are therefore proposed for the following corridors....."	<p>Oxford Park & Ride study, which identified sites for outer P&R, was completed in 2016. The strategy needs updating to take into account adopted City & District Local Plans, and associated housing allocations, expansion of Seacourt Park & Ride, & potential longer term impacts of COVID-19 on travel demand & working from home as well as major behaviour change programmes in Oxford (Core Schemes & Zero Emission Zone), for example.</p> <p>Planning application for Eynsham Park & Ride now approved, with construction expected to start in early 2022 & end late summer 2024.</p>
	Page 14 - Corridor prioritisation - "RT and buses will be prioritised to enable smooth, fast and reliable progress through: segregation (e.g. bus lanes); selective vehicle detection and prioritisation at traffic signals; traffic reduction; traffic management (e.g. queue relocation); and removal of obstacles such as loading and parking bays....."	<p>Several corridor studies have been completed, or are underway, to consider the design of facilities for cycling and walking as well as bus services. These include radial & orbital routes within the city, such as Abingdon Road, the B4495, Banbury Road, Botley Road, Iffley Road, Woodstock Road, & approaches to Oxford including A44, A4165 & B480. Botley Road improvements (Phase 1) are already underway with scheme completion expected by May 2022. Funding, via the Oxfordshire Growth Deal, has also been secured for designing improvements on Banbury Road & Woodstock Road, including implementation on Woodstock Road. Core Scheme proposals allow for</p>

		reconsideration of how highway space is redistributed and prioritised, given a low traffic environment.
		A40 'integrated bus lane' construction expected to be completed by March 2024 subject to gaining planning permission.
	Page 10 - Oxford Station Masterplan - "The City and County Councils and Network Rail have produced a joint master plan for Oxford Station (shown right). The master plan provides a bold vision and implementation strategy for the comprehensive redevelopment and improvement of the station...."	Adopted Supplementary Planning Document (SPD) for Oxford Station is being updated with the Oxford Station Masterplan at options development stage. A public consultation is currently programmed to launch in December 2021 / January 2022.
	Page 10 - Cowley Branch Line - "The Cowley branch line is currently used only for transporting freight by BMW. However, the line's proximity to the new and expanding employment area of the southern Eastern Arc, suggests that it could play a key role in future increased transportation of both freight and passengers...."	The Oxfordshire Rail Corridor published in June 2021; assesses the impact of planned growth in jobs and housing on Oxfordshire's rail system and identifies the role that rail can play to support the delivery of that growth. The Cowley Branch Line is within the scope of the study.
Walking and cycling	Page 21 - Enhancing the cycle network - "Cycle route enhancements are needed to provide safe and direct access to employment, educational and commercial destinations, but also to extend coverage across residential areas. Achieving this will require a combination of high quality routes providing access to key destinations, better cycle parking and other measures which make cycling easier and more attractive for short and medium-distance trips....We propose a network based on a hierarchy of Cycle Super Routes and Premium Routes (shown in the figure opposite) and Connector Routes linking major origins and destinations"	Several corridor studies have been completed, or are underway, to consider the design of facilities for cycling and walking as well as bus services. These include radial & orbital routes within the city, such as Abingdon Road, the B4495, Banbury Road, Botley Road, Iffley Road, Woodstock Road, & approaches to Oxford including A44, A4165 & B480. Botley Road improvements (Phase 1) are already underway with scheme completion expected by May 2022. Funding, via the Oxfordshire Growth Deal, has also been secured for designing improvements on Banbury Road & Woodstock Road, including implementation on Woodstock Road. Core Scheme proposals allow for reconsideration of how highway space is redistributed and prioritised, given a low traffic environment.
		The Oxford Local Cycling & Walking Infrastructure Plan (LCWIP), adopted by the county council in 2020, sets out a programme & specific measures to bring about a much more developed cycling and walking network for Oxford. In updating the OTS the Oxford LCWIP needs to be taken into account.
		Various schemes including Low Traffic Neighbourhoods, Quietway's & Quickways being introduced in Oxford, & funded by the Department for Transport's Active Travel Fund, to reallocate road space to cyclists and pedestrians and create an environment that is safer for walking and cycling.
		Several schemes have been introduced, or are underway, to improve & develop off-road quieter cycle routes in Oxford, including towpath & waterway upgrades, to provide alternatives to the main road network.
	Page 24 - Encouraging walking - "There is a need for major improvements to public	Pedestrianisation of city centre streets is dependent on effective traffic

	<p>realm and 'sense of place' in the city centre. In the short term, the pedestrianisation of George Street and Queen Street, as well as public realm improvements to St Giles, Magdalen Street and Frideswide Square will greatly improve the quality of public place within the city centre. By 2025, the establishment of the city periphery transit terminals and traffic control measures will allow Park End Street, New Road, Castle Street and Norfolk Street to become an extension of the low trafficked central core and will provide an almost uninterrupted walking route from the station to the centre. In the longer term, the ambitions for shifting bus movements underground will allow for more radical public realm improvements on High Street and St Aldates where opportunities are currently limited due to their key role as the only access to the centre from the east."</p>	<p>reduction which is already being investigated as part of the Core Scheme proposals, and to a lesser extent, the Zero Emission Zone (ZEZ). The strategy for city centre movement, including public realm, needs to be updated & further developed taking into account these proposals and their expected traffic reduction benefits. The county & city councils commissioned the City Centre Movement & Public Realm Strategy in 2018, which puts forward options for traffic movement and the public realm in Oxford city centre.</p>
<p>Managing Traffic & Travel Demand</p>	<p>Page 18 - Zero Emission Zone - "Through the application of a Traffic Regulation Condition, Oxford city centre is already a Low Emission Zone and operators have made great efforts in delivering vehicles which met Euro V emission standards, and are working on introducing even cleaner technologies in the near future. However, the ambition of the OTS is to start a city centre zero-emission zone for all vehicles by 2020, with the zone being gradually expanded over time as the required infrastructure and technology develops. This will support objectives to improve air quality and targets to reduce emissions from vehicles."</p> <p>Page 28 - Workplace Parking Levy - "...within Oxford it is proposed, subject to further work and consultation, that a city-wide Workplace parking levy (WPL) is introduced."</p> <p>Page 29 - Traffic Filters - "...it is proposed that traffic levels are reduced in the longer term by placing further restrictions on through traffic (whilst allowing unimpeded bus</p>	<p>A final Zero Emission Zone (ZEZ) Pilot scheme was approved by the county & city councils in March 2021, with implementation expected later 2021. A wider ZEZ, covering most of Oxford city centre, is also planned subject to the outcomes of further technical work & consultation. The ZEZ will be enforced via an emissions-based local charging scheme.</p> <p>A "Euro VI" Low Emission Zone for local buses was agreed in 2019. This was due to come into effect in December 2020 but was delayed because of COVID-19. It may now be superseded by the Zero Emission Bus Regional Areas (ZEBRA) scheme if successful.</p> <p>In response to the climate emergency the county council has published its declaration '<i>Climate Action for a Thriving Oxfordshire</i>' setting out a commitment to be a zero-carbon organisation by 2030, and fully playing its part in creating a zero-carbon Oxfordshire. This includes publication of its Climate Action Framework.</p> <p>Oxford City Council's Air Quality Action Plan 2021-25 (approved by city Cabinet on 20 January 2020), which amongst other things, includes a local target to reduce nitrogen dioxide concentrations to 30 µg/m³ (significantly lower than the current legal limit value of 40 µg/m³) by 2025. Oxford City Council's Net Zero Action Plan (March 2021) sets out a net zero-carbon city by 2040 or earlier.</p> <p>The government released its Decarbonisation Plan in July 2021.</p> <p>The Core Schemes, which include proposals for a workplace parking levy & traffic filters in Oxford city, was published in October 2019. Implementation is expected from 2023, subject to the outcomes of further technical work & consultation.</p>

<p>movements) by implementing access controls. These restriction points could be full or part-time closures – similar to the existing bus gates – or road user charging points."</p>	
<p>Page 28 - Controlled Parking Zones - "Growth in the city, coupled with demand management measures – in particular WPL – will mean further expansion of Controlled Parking Zones (CPZs) is required in the city to ensure that parking is not just displaced to residential streets. Large parts of the city are already covered by CPZs and where these have been implemented they have been extremely successful in removing commuter parking. Further work will be required to understand where additional CPZs are needed along with consultation with local residents. Over time is likely that the majority of streets in the city will be covered by parking restrictions."</p>	<p>The Oxford Controlled Parking Zone (CPZ) programme was approved by the county's Cabinet Member for Environment in June 2019. Several CPZ schemes have since been introduced with a further 5 schemes planned for late 2021 or early 2022, subject to the outcomes of formal consultation.</p>
<p>Page 30 - Freight/Deliveries - "Demand forecasting for 2031 indicates that around 2,500 HGV trips will be made to, from and within the city between 8am and 6pm per day, over a third of which would occur during the morning peak hour. To reduce the impact of freight on congestion, noise and air quality, the following measures will be developed: delivery & Servicing Plans; construction Logistics Plans; out of hours deliveries; freight will be expected to comply with increasing emissions requirements; local consolidation points; and freight consolidation centres for business, retail and construction."</p>	<p>Freight & deliveries in Oxford city centre will need to be reviewed, including consideration of freight consolidation, in light of Core Scheme & the Zero Emission Zone proposals. This will also need to take account of COVID-19 impacts & increasing use of the internet to access services and for purchasing goods etc.</p>
<p>Page 27 - Highway Capacity Improvements - "The existing policy of improving the key ring road interchanges is consistent with the proposal to remove trips from the 'inner ring road' (the B4495) and other inner city routes. This will be continued in the short-term with the schemes at Cutteslowe and Wolvercote Roundabouts; whilst longer term plans at the A34 Botley and Peartree interchanges are being considered by National Highways, along with Intelligent Transport Systems (ITS) such as Variable Message Signs and variable speed limits to be applied along the A34 corridor. The proposed ring road improvements are shown on the plan opposite."</p>	<p>Upgrades to Cutteslowe & Wolvercote Roundabouts were completed in 2016.</p> <p>National Highways is in the early stages of exploring opportunities to reduce congestion and improve safety on the A34 between the M4 and M40.</p> <p>Peartree Interchange sustainable transport improvements are being bought forward through the Oxfordshire Growth Deal.</p>

