

Cabinet response to Overview & Scrutiny Recommendation/s¹

Issue: Cabinet response to LTCP scrutiny

Lead Cabinet Member(s): Cllr Duncan Enright and Cllr Andrew Gant

Date recommendation/report published: 15 June 2022

Response to report:

On 15 June 2022, the Place Overview & Scrutiny Committee considered the Local Transport and Connectivity Plan (LTCP) (item 12). The Committee resolved to report to the Cabinet its **observations** in respect of the LTCP. The observations and cabinet responses are outlined in this report. ²

¹ Under section 9FE of the Local Government Act 2000, Overview and Scrutiny Committees must require the Cabinet or local authority to respond to a report or recommendations made thereto by an Overview and Scrutiny Committee. Such a response must be provided within two months from the date on which it is requested and, if the report or recommendations in questions were published, the response also must be so.

This proforma provides a structure which respondents are encouraged to use. However, respondents are welcome to depart from the suggested structure provided the same information is included in a response. The usual way to publish a response is to include it in the agenda of a meeting of the body to which the report or recommendations were addressed

² Please Note this report lists the key OBSERVATIONS made by the committee during public scrutiny and were not offered as formal recommendations to Cabinet. As such the responses by Cabinet are informal and the degree of acceptance of the observations is the result of interpretation by officers.

Response to observations:

Observation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
Transport Policy Development Working Group		
<p>Observation 1: The LTCP contains insufficient evidence and explanation of the capability of its policies to deliver its commendable vision and headline targets.</p>	<p>Partially accepted</p>	<p>The policy tools identified in the LTCP have been included following a review of available evidence. There is not yet analysis of exactly how the policies in the LTCP will deliver the headline targets. This further evidence will be developed through our LTCP 'part 2' work, which includes development of area travel plans. This work will create detailed plans for how the policies will be applied and the targets achieved.</p> <p>The LTCP will also be monitored on an annual basis. This will enable understanding of whether the policies are enough to deliver the headline targets or whether changes and additional measures are required. Work is currently ongoing to develop a monitoring tool to assist with this and understand progress made towards the targets.</p> <p>Prior to its adoption, wording to reflect the above points was added to the LTCP headline targets section in response to this observation.</p>
<p>Observation 2: The LTCP does not address the fact that existing local plans in Oxfordshire are collectively likely to increase demand for travel, contrary to the LTCP's aim of reducing travel.</p>	<p>Rejected</p>	<p>The levels of future growth associated with existing local plans are identified as a key challenge in the LTCP. Policy measures in the LTCP such as 20-minute neighbourhoods (policy 13), integrated planning (policy 14) digital infrastructure (policy 24) and remote working (policy 26)</p>

		<p>have been identified in part due to their ability to address this challenge and reduce travel demand.</p> <p>Further work to address demand for travel will be developed during the LTCP 'part 2' programme of work. This includes the more detailed Area and Corridor Travel Plans, which will consider in more detail the impacts of local plan proposals and measures to address this.</p> <p>The 'Decide and Provide' standards and Parking standards, which have now been approved by Cabinet, will help to reduce the demand for travel once implemented. We expect the emerging Local Plans to include policies that require these documents to be implemented by new developments. Existing allocations will also be expected to implement these standards.</p> <p>There is also ongoing work to develop updated Local Plans. Officers are engaging with the district councils to ensure that there is alignment with the LTCP and measures to reduce the demand for travel are included. This is in line with and will be further strengthened by emerging Local Transport Plan (LTP) guidance from the Department for Transport which will require LTPs and Local Plans to have stronger alignment.</p>
<p>Observation 3: Previous local transport plans had previously been only partially implemented. The LTCP contains insufficient analysis of the delivery and impact of previous local transport plans, which are in many ways similar to the LTCP, and lacks a clear methodology by which</p>	<p>Accepted</p>	<p>A separate report analysing the implementation of LTP4 will be provided to the Place Overview and Scrutiny Committee at their November meeting. As noted in response to observation 1, the LTCP will be monitored on an annual basis and monitoring reports published. Work is ongoing to establish the monitoring framework and develop a monitoring tool.</p>

<p>the LTCP's implementation and impact is to be evaluated.</p>		
<p>Observation 4: There has been a lack of consistency between the content of previous local transport plans and the highways asset management strategy and network management strategy. It was questioned whether those strategies will reflect the LTCP when remade in September 2022, as they should.</p>	<p>Accepted</p>	<p>Officers are currently working to update the strategies and reflect the LTCP adopted priorities. The committee's feedback on these strategies is welcomed upon their publication later in 2022.</p>
<p>Observation 5: There is an apparent disconnect between the LTCP and reality. For example, a member of the Committee who is the director of a stakeholder organisation referenced as working with the council in relation to transport, was unaware of that work.</p>	<p>Rejected</p>	<p>The LTCP has been developed with stakeholder input through the LTCP steering group. This included representatives from public transport operators, walking and cycling groups and large local employers such as the University of Oxford, Oxford Brookes University and UK Atomic Energy Authority.</p> <p>There were a number of webinars conducted as part of the LTCP consultation to capture feedback. This included a transport stakeholder webinar and business webinar. Responses were also received from 92 organisations during the LTCP consultation to further refine the content and ensure the LTCP is realistic.</p> <p>The LTCP living lab policy (policy 42), referenced during the June meeting of the Place Overview & Scrutiny Committee, does not refer to working with any specific stakeholder organisation. It highlights that the county council will continue to support a living lab approach to transport innovation by working in partnership with other organisations and the public.</p>
<p>Observation 6: There is a disconnect between national policy, Oxfordshire County Council</p>	<p>Partially accepted</p>	<p>It is recognised that there have been conflicts between national and local policy. As outlined in response to</p>

<p>policy and between the latter and the policy of lower-tier authorities in Oxfordshire. It is unclear how the LTCP is to integrate in wider decision-making in respect of where people live and work.</p>		<p>observation 2, the LTCP recognises the importance of integrating transport and land use planning and includes a number of policies that seek to embed LTCP policies into planning and land-use documents. There is ongoing work with the district councils regarding Local Plan work to deliver this.</p>
<p>Observation 7: The LTCP does not reference or take into account the differences between how men and women tend to travel. For example, women are more likely to ‘trip chain’.</p>	<p>Partially accepted</p>	<p>Developing an inclusive and safe transport system is central to the LTCP vision. Considering how women travel and providing for women’s travel patterns will be a key part of this. Evidence around how women travel and how this influences application of the policies will be further considered through the area travel plans.</p>