Overview & Scrutiny Recommendation Response Pro forma

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[1] and, if the report or recommendations in questions were published, the response also must be so.

This template 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.

Issue: Central Oxfordshire Travel Plan

Lead Cabinet Member(s): Cllr Duncan Enright, Cabinet Member for Travel and Development Strategy, Cllr Andrew Gant, Cabinet Member for Highway Management

Date response requested:[2] 29 November 2022

Response to report:

Cabinet welcomes the conclusions and recommendations from the Transport Policy Development Working Group. Cabinet thanks the group for conducting this important work on a range of key topics related to transport policy. The recommendations are to be reviewed be Cabinet at its meeting 24th January 2023.

We believe that overall, the COTP aligns strongly with the findings and recommendations from the working group. It should be noted that delivery of the recommendations will have budget and resource implications. Work will be needed to consider what resource is available and the available budget, which may mean other work needs to be deprioritised. The recommendations will also be used to inform future work on transport policy. The full response to the Working Groups recommendations can be found below.

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[1] Date of the meeting at which report/recommendations were received
[2] Date of the meeting at which report/recommendations were received

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Response to recommendations:

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
That the Council develops a set of targets for modal shift for the COTP which correlate with the LTCP's modal shift targets	**Accepted**	This will be developed so that an informed target can be used for the COTP. This needs to be assessed against the overall LTCP targets. Details of these locally specific targets will be provided within an updated COTP (phase 2). The COTP sets out that the plan is a living document and will be reviewed and updated within 5 years of its approval.
That the Council publishes its measures and targets for the COTP, and levels below which different levels of intervention will be triggered in the proposed COTP plans if the project is not working. And that the Council clarifies where this performance will be reported to	**Partially Accepted**	The 22 actions of COTP summarise the measures proposed to be delivered by COTP. The targets for COTP are set out in the LTCP. As noted in recommendation 1 a further set of locally specific modal targets will also be developed. As set out within COTP, progress on delivering the measures and targets will be undertaken through the monitoring of a set of key performance indicators (KPIs). This is anticipated to be undertaken on an annual basis consistent with wider LTCP monitoring. For some of the LTCP targets there are interim target deadlines these will help to inform whether further intervention is required. Performance and monitoring on COTP will be annually reported as part of LTCP monitoring processes. It is proposed that performance and monitoring of LTCP will be reported to cabinet.
That taking on good practice from Waltham Forest the Council partners with Oxford City Council to undertake customer surveys relating to the modes of transport used to access shops,	**Partially Accepted**	It is agreed that the undertaking of customer surveys on mode and average spend per mode is a relevant and informative piece of data, however that this is a level of detail appropriate to individual schemes and not the wider travel plan. Economic

and the average spend per mode, and that this work informs a forthcoming Economic Impact Assessment of the COTP proposals		Impact Assessments are also appropriate to be undertaken at an individual scheme level rather than for the overarching travel plan document.
That the Council does not accept the recommended text concerning the feedback around 'wider commitment to/ a better balance on 20mph speed limits'	**Accepted**	In accepting this recommendation, it is clarified that no change is required to the COTP. Reference to the existing adopted LTCP policy on speed limits will be inserted into COTP.
That the Council ensures the COTP and Freight and Logistics Strategy are aligned with one another throughout implementation	**Accepted**	It is clarified that the Freight and Logistics Strategy has been adopted by the county council (July 2022). The COTP proposes development of an additional Freight Transfer and Consolidation strategy. COTP will be reviewed to ensure that there is consistency with the adopted freight strategy.
That the Council works to accelerate the implementation of the workplace parking levy	**Accepted**	Initial work has been underway for some time to develop a Workplace Parking Levy (WPL) proposal. The travel plan sets out that implementation of a WPL could be expected to be progressed in the early stages of the plan period however, this is subject to funding being available. Currently funding is only available for progression of projects at more advanced stage of delivery, including the traffic filters proposal.
That the Council gives high emphasis in its communications on narratives of success arising from the COTP	**Accepted**	In accepting this recommendation, it is acknowledged that additional communications resource and budget may be required to realise this.