Overview & Scrutiny Recommendation Response Proforma

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.

Issue: Report of the Transport Policy Development Working Group

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

Date recommendation/report published: 15 June 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. This work comes at a critical point before adoption of the councils Local Transport and Connectivity Plan (LTCP). The recommendations were reviewed prior to the LTCPs consideration at council on 12th July 2022 so that any changes required to the LTCP or supporting strategies could be made prior to consideration by council.

We believe that overall, the LTCP aligns strongly with the findings and recommendations from the working group. Many of the recommendations made by the Working Group are incorporated into the LTCP policy approach and are steps to deliver the LTCP policies following their adoption. However, 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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Response to recommendations:

Recommendation	Accepted, rejected or partially accepted	Proposed action (if different to that recommended) and indicative timescale (unless rejected)
Transport Policy Development Working Group		
Recommendation 1: Active travel and public transport teams be resourced and prioritised within the organisation to a level that reflects the LTCP transport hierarchy; and transport teams work in collaborated manner which reflects the LTCP ambition for an integrated transport network.	Accepted	**Timescale – Phase 2 Environment and Place Transformation**: Adoption of the LTCP presents an opportunity to ensure that all transport teams work in a collaborated way towards delivery of the LTCP ambitions and the balance of activity and time reflects these priorities. Adoption of the LTCP is being supported by internal work to ensure there is awareness of the document and a collaborated approach. There is a need to consider which teams this refers to, including where teams need strengthening and the available budget, which may mean other work needs to be deprioritised. Therefore, timescales will need to be aligned with phase 2 of the Environment and Place directorate Transformation.
Recommendation 2: The council accord greater importance to the requirements of local transport routes pertaining to active travel, particularly applying Local Transport Note 1/20, and make them central to relevant applications for future funding.	Accepted	**Timescale – July 2022 onwards**: Future funding applications will need to align with the LTCP principles, making walking, cycling and public transport central considerations. Requirements related to active travel will be improved through adoption of the LTCP, Active Travel Strategy and publication of Oxfordshire walking and cycling design standards which will incorporate LTN 1/20 (to be published later in 2022).

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Recommendation 3: The council ensure that its responses as a transport consultee to planning applications from local planning authorities include consideration of proposals from the perspective of improving and enabling active travel, including adherence to Local Transport Note 1/20, rather than simply the marginal effect on motor transport.	**Accepted**	**Timescale – July 2022 onwards**: Moving forward responses to planning applications will reflect the LTP policies and principles which promote active travel and public transport. This will be supported by publication of Oxfordshire walking and cycling design standards and LTCP policy 36 which requires transport assessments accompanying planning applications for new development to follow the County Council's 'Implementing 'Decide & Provide': Requirements for Transport Assessments' document.
Recommendation 4: The county council work more closely with the city and the district councils to deliver 20-minute neighbourhoods so that walking and cycling is the natural first choice.	**Accepted**	**Timescale – July 2022 onwards**: LTCP policy 13 outlines that we will work with our District and City Councils to support application of the 20-minute neighbourhood model. Officers are working closely with the city and district councils to ensure the LTCP principles are reflected in the Oxfordshire Plan 2050. Similarly, LTCP policy 36 requires transport assessments accompanying planning applications for new development to follow the County Council's 'Implementing 'Decide & Provide': Requirements for Transport Assessments' document. This document includes accessibility metrics for 20-minute neighbourhoods to ensure an assessment of 20-minute neighbourhood principles is undertaken.
Recommendation 5: The council review the Local Authority Active Travel Toolkit and adopt relevant elements of it within the Active Travel Strategy.	**Accepted**	**Timescale – July 2022**: Relevant parts have been adopted in the ATS or will be adopted via the future walking and cycling design standards work.
Recommendation 6: The council make adequate provision in its revenue budget for the maintenance required for active travel	**Accepted**	**Timescale – Autumn/winter 2022**: Following adoption of the LTCP there will be some review and realignment of funding to support delivery of the LTCP. The Highways

infrastructure to remain relevant and in line with best practice.		Asset Management Strategy will be updated later in 2022 setting out an updated approach to asset management.
Recommendation 7: Cabinet Members and relevant officers, before making decisions or bid submissions on active transport infrastructure projects, personally acquaint themselves with what it is like to travel on the route in question.	**Partially accepted**	**Timescale – Autumn 2022**: It is proposed that this will be included in the update of the walking and cycling design standards. It is suggested that due to cabinet member and officer time and resources, that decisions to visit sites are taken on a case by case basis. It is therefore proposed that the action is amended: "On a case by case basis, Cabinet Members and relevant officers, before making decisions or bid submissions on active transport infrastructure projects, personally acquaint themselves with what it is like to travel on the route in question."
Recommendation 8: That Cabinet Members and senior officer development of first-hand awareness of active travel impacts be adopted as a stage of project delivery, and the ongoing impacts on outcomes of taking this step are monitored.	**Partially accepted**	**Timescale – Autumn 2022:** Including cabinet member and senior officer first-hand experience in the walking and cycling design standards will mean this is included as a stage of project delivery. As noted above, it is suggested that due to cabinet member and officer time and resources, that visits to projects are taken on a case by case basis. It is therefore proposed that the action is amended: "On a case by case basis, Cabinet Members and relevant officer development of first-hand awareness of active travel impacts is adopted as a stage of project delivery, and the ongoing impacts on outcomes of taking this step are monitored."
Recommendation 9: The county council assume responsibility for running Oxford City Council's Inclusive Transport and Movement Focus group and provide adequate resource for that purpose, with a view to enabling and embedding its input on policy and scheme design and review across the county	**Rejected**	At this stage the recommendation is rejected due to the groups focus on Oxford city and the need for these principles and approaches to be adopted on a countywide scale. Therefore, officers will investigate what would be the most appropriate way to adopt these principles on a countywide scale.

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Recommendation 10: That relevant Cabinet Members immediately begin regularly attending meetings of the Inclusive Transport and Movement Focus Group.	**Partially accepted**	**Timescale – Autumn/winter 2022**: The cabinet members will be invited to future meetings of the Inclusive Transport and Movement Focus Group and attend subject to their availability. It is therefore proposed that the action is amended: "That relevant Cabinet Members are invited to and attend meetings of the Inclusive Transport and Movement Focus Group, subject to their availability."
Recommendation 11: Alongside the LTCP, the council publish a summary of the elements of the LTCP intended to address the needs of disabled residents.	**Accepted**	**Timescale – Autumn/winter 2022**: A separate summary document will be produced following adoption of the LTCP.
Recommendation 12: The council ensure that within the transport service area there is specialist knowledge of best practice in respect of inclusive transport, including potentially through the hiring of dedicated officers.	**Accepted**	**Timescale – July 2022 onwards**: Work to improve knowledge of best practice will be conducted within the Environment and Place directorate. This will be supported by LTCP policies on the Healthy Streets Approach (policy 8) and Health Impact Assessment (policy 9).
Recommendation 13: To improve public transport connectivity, the council advocate for the construction of new train stations on existing lines and seek funding from non-public sources which stand to benefit from such improved connectivity, such as through land value capture.	**Accepted**	**Timescale – Autumn/winter 2022**: Further detail about our approach and proposed priorities for investment will be identified in the LTCP part 2 rail strategy.
Recommendation 14: The council work with partners to audit and map all weight-restricted areas and enforcement measures and ensure that weight restricted areas are adequately signposted and thus enforceable; and then make the locations of weight restrictions readily available to industry and stakeholders. After having done so, the council work with communities to introduce area-based	**Accepted**	**Timescale – Ongoing**: There is ongoing work to audit and map existing weight restrictions and add these to the HGV route map so that they are readily available to industry and stakeholders. As outlined in action 10 of the Freight and Logistics Strategy, area based weight restrictions will be developed and delivered across the county following the process outlined in the strategy.

environmental weight restrictions, other enforceable interventions, and appropriate HGV routes which protect areas adversely impacted by HGVs; and work with partners to robustly enforce restrictions.		Actions 12-15 of the Freight and Logistics Strategy outline proposals to improve the enforcement of weight restrictions. Action 12 around using powers under Traffic Management Act Part 6 will be central to this. However, it should be noted that owing to the time involved for enforcement and the sheer quantity of HGV traffic on the road, 'robust enforcement' is challenging and breaches of weight restrictions are difficult to reduce.
Recommendation 15: The LTCP freight and logistics strategy explore and promote the introduction of consolidation centres to enable last-mile deliveries to be undertaken using fewer road vehicles and low-carbon alternatives	**Partially accepted**	**Timescale – July 2022 onwards**: Actions 31 and 32 in the Freight and Logistics Strategy outline that work to explore freight consolidation centres for last-mile delivery will be conducted, beginning with a feasibility study. It is necessary to conduct studies to understand feasibility before promoting or introducing new solutions. It is therefore proposed that the action is amended: "The LTCP freight and logistics strategy explore and if feasible and affordable, promote the introduction of consolidation centres to enable last-mile deliveries to be undertaken using fewer road vehicles and low-carbon alternatives"
Recommendation 16: The council approach the restriction of HGV through traffic to strategic roads through area-based strategies which reflect the needs and concerns of communities and align with a county-wide freight and logistics strategy. There is pressing need for an area strategy in the Windrush Valley area following the findings and removal of the experimental weight restriction at Burford.	**Partially accepted**	**Timescale – July 2022 onwards**: Area based weight restrictions will be developed and, subject to funding and approvals being secured, delivered across the county following adoption of the Freight and Logistics Strategy to manage HGV through traffic. It is noted that this work will be evidence based to identify 'appropriate' routes for HGVs, the most suitable areas for restrictions, priority areas for action and delivery phasing. It is therefore proposed that the action is amended: "The council approach the restriction of HGV through traffic to appropriate roads through area-based strategies which are evidence based, reflect the needs and concerns of

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		communities and align with a county-wide freight and logistics strategy."
Recommendation 17: The Place Overview & Scrutiny Committee seek briefings on how the freight industry operates and manages safety in relation to other road users.	**N/A**	**Timescale – Subject to agreement with Place Overview & Scrutiny Committee**: This is a recommendation to the Place Overview and Scrutiny Committee. Officers can arrange for briefings to be provided by stakeholders in the freight industry.
Recommendation 18: The council review its transport modelling practices and provide a response to the evidence collected by the Transport Working Group, including in respect of additional car journeys induced by the creation of additional road capacity, and its challenge: that modelling inputs and assumptions which better reflect current travel patterns and the LTCP's transport targets should be used to inform policy and funding bids.	**Accepted**	**Timescale – July 2022 onwards**: LTCP policy 45 outlines that a new approach to modelling will be undertaken upon adoption of the LTCP, utilising 'decide and provide' rather than 'predict and provide'. In order to support the application of this to new developments the "Implementing 'Decide & Provide': Requirements for Transport Assessments" document has been produced that all new developments will be required to follow.
Recommendation 19: The council do more – including establishing focus groups in relation to geographic areas and journey demand types – to understand which (particularly single-occupancy) car journeys are avoidable and the alternatives which are viable for residents, to help develop focused policies that successfully enable modal shift.	**Partially accepted**	**Timescale – Ongoing**: Development of focused transport policies and interventions in relation to geographic areas will be conducted through the LTCP 'part 2' area transport strategies. Gaining greater understanding of car journeys will be an important part of area transport strategy development. It is considered that establishing focus groups may not be the most suitable method for gaining this understanding. It is therefore proposed that the action is amended: "The council do more to understand which (particularly single-occupancy) car journeys are avoidable and the alternatives which are viable for residents, to help develop focused policies that successfully enable modal shift."
Recommendation 20: Both within the transport service and at organisation level, the council	**Accepted**	**Timescale – July 2022 onwards**: The LTCP recognises there is a need to improve data and monitoring. LTCP

review its relationship with data collection and usage to ensure that policy and decision-making are underpinned by robust and reliable evidence, have achievable outcomes, can be evaluated, and that lessons are learnt from projects to enable continual improvement.		policies 44 and 46 reflect this and set out proposals that will support this recommendation.
Recommendation 21: The LTCP and associated strategies prioritise achievable initiatives which are expected to deliver the greatest benefits in the shortest periods of time; and work with stakeholders in establishing achievability.	**Accepted**	**Timescale – Ongoing**: This will be further considered by the area transport strategies which are responsible for identifying how the LTCP policies are applied in different geographic areas.
Recommendation 22: The priority actions of the LTCP and associated policies and strategies should include: • reducing car-based urban congestion, particularly from single occupancy vehicles, in order to improve bus journey times and thus bus patronage; • initiatives which increase the proportion of journeys undertaken using active travel; • measures to address capacity and congestion, particularly at peak times; • developing multi-modal transport hubs; and • trialling low-carbon freight options for local and last-mile journeys	**Accepted**	**Timescale – Ongoing**: This will be further considered by the area transport strategies which are responsible for identifying how the LTCP policies are applied in different geographic areas.
Recommendation 23: The council should develop an Oxfordshire-wide transport strategy, taking a system-leadership role across Oxfordshire transport, land-use and place-	**Rejected**	The LTCP is the council's high level transport plan that brings together all relevant council work, including transport and place-shaping. The LTCP has been developed with stakeholder input and will be used to inform and influence wider work. Officers are working closely with the city and

shaping that considers all transport stakeholders, policies, projects and data.		district councils to ensure the LTCP principles are reflected in the Oxfordshire Plan 2050, the Oxfordshire Infrastructure Strategy and future Local Plans which will cover future land-use proposals.
Recommendation 24: The council deliver public and active travel alternatives to car journeys based on reliable evidence of their ability to deliver modal shifts; and interventions to reduce private vehicle journeys be accompanied by such viable, evidence-based, sustainable, integrated, and inclusive travel alternatives.	**Accepted**	**Timescale – Ongoing**: The LTCP outlines that the councils priority is to deliver schemes to make walking, cycling, public and shared transport the first choice. Many of the policy tools identified in the LTCP have been included following a review of evidence. Further development of the proposed interventions for geographic areas will be developed through the area strategy work. This will include local data collection and engagement exercises.
Recommendation 25: The council proactively and comprehensively canvass the views of businesses in respect of its transport policy.	**Accepted**	**Timescale – Ongoing**: Businesses are included as key stakeholders during the development of transport policy. The LTCP consultation included a business webinar and targeted emails to businesses and representative groups. Further ways to improve this engagement will be investigated for future work such as the area transport strategies.
Recommendation 26: The council communicate the benefits of modal shifts and the public transport available to residents to nudge them to choose the most appropriate transport modes for their journeys.	**Accepted**	**Timescale – Ongoing**: There is ongoing communication of the benefits of modal shift accompanying schemes, this will continue for future schemes and work will be conducted to strengthen this area subject to funding and resource availability.
Recommendation 27: The council invest in transport-specific communication and engagement support for future projects that aim to achieve modal shift.	**Partially accepted**	**Timescale – Ongoing**: The county council has a dedicated communications and engagement team that supports transport schemes as part of the council's strategic transport programmes. This is in addition to wider support provided by the corporate communications, marketing and engagement team. Both teams will continue to support modal shift projects and learn from previous campaigns to improve the support provided. However, for new major

		modal shift projects, investment in transport specific communications support may be required. It is also considered that this could be combined with recommendation 26. It is therefore proposed that the action is amended: "The council communicate the benefits of modal shift and public transport to residents to nudge them to choose the most appropriate transport modes and invest in transport-specific communication and engagement support for future projects, where needed, that aim to achieve modal shift."
Recommendation 28: The council put the need to avoid, shift and improve car journeys and increase active travel and public transport connectivity at the heart of its strategic planning policy; and apply the principle of 20-minute neighbourhoods to its strategic planning policy and place-shaping.	**Accepted**	**Timescale – July 2022 onwards**: It is considered that this recommendation is covered by the response to recommendation 4.