

COUNCIL – 20 MAY 2014

LOCAL TRANSPORT PLAN UPDATE

Report by Director for Environment & Economy

Introduction

1. The Local Transport Plan 3 (2011-2030) was adopted by the County Council in 2011 as a 20-year strategy for Oxfordshire's transport system. Having an adopted Local Transport Plan and keeping it under review is a statutory requirement on the county council, as set out in the 2000 Transport Act as amended by the 2008 Local Transport Act. It provides the framework for the county council's transport input into the Local Development Plan process and supports our ability to secure key infrastructure projects. It underpins our capital delivery programme, and the way in which we deliver our services.
2. Updates to LTP3 were agreed by Cabinet in 2012 and 2013. For 2014, five of the area strategies within the LTP3's implementation plan have been updated and were approved by Cabinet on 18 March 2014: these are for Banbury, Bicester, Carterton, Science Vale and Witney, covering the parts of the county likely to experience significant growth to 2030. These strategies are attached at Annexes 1-5. The area strategy for Oxford is also currently undergoing review, although the timescales for this mean this is likely to be considered as part of LTP4 development.

Reason for updates

3. The area strategy updates have been necessary to bring the proposed transport improvements in each area into line with Local Plans, thereby supporting our approach to securing funding for key infrastructure required to support planned growth. Officers have worked closely with district council colleagues to ensure that they are in line with adopted and emerging local plans, and reflect the work carried out by the Oxfordshire Spatial Planning and Infrastructure Partnership since the adoption of LTP3, to prioritise the transport infrastructure required to support the location and quantum of planned economic and housing growth in the county in a sustainable way.

Main changes

4. Banbury
The Banbury Area Strategy has been amended to reflect Cherwell District Council's emerging Banbury Masterplan, and to effectively respond to the strategic development sites which are set out in the Local Plan. The aim in Banbury is to strengthen the town centre by boosting its vitality and quality

through regeneration and strengthening commercial and retail activities, while safeguarding its historical character. A further movement study of Banbury's transport network has enabled us to identify specific schemes to realise this aim. The study also concluded that investment in the town's existing highway network would offer a more deliverable and affordable approach to facilitate future growth and complement the regeneration of the town centre. This work has led to the following new schemes being put forward:

- Developing Bankside as an alternative north-south route;
- Additional capacity at the South Bar Street / Bloxham Road (A361) junction;
- Increasing capacity along the Hennef Way (A422) – M40 route;
- Increasing the capacity of junctions along Warwick Road (B4100);
- Rejuvenating the existing bus station, or possibly a new one on the site currently occupied by the NCP car park north of George Street;
- Improving traffic circulation in the town centre;
- Reorganising and improve the distribution of car parks in the town; and
- Further improvements to the town's walking, cycling and bus networks.

The strategy includes working closely with strategic partners to develop Banbury Station as a transport interchange and take advantage of the opportunities created by the Government's plans to electrify the rail line.

Bicester

5. The Bicester Area Strategy has been revised in light of the planned and committed development which has come forward since 2011, and to respond to the strategic development sites which are identified in the recently completed Cherwell Local Plan. The overlying aim in Bicester is to deliver jobs-led growth supported by housing, with up to 20,000 new jobs and 10,500 new homes in Bicester by 2040. Further examination of the Bicester's transport network and future needs has enabled us to be more specific about the transport schemes required to accommodate future growth and strategic initiatives such as East West Rail. New schemes which improve capacity on the network include:

- a strategic perimeter route around Bicester;
- improvements to the A41 Oxford Road, including enhancements to the Pingle Drive junction, new site accesses to the proposed Bicester Business Park and Kingsmere site;
- Creating a Park & Ride facility adjacent to the A41, close to the Vendee Drive junction;
- South East Link Road;
- enhancements to the A4421 (between the junctions with Bicester Road and Launton Road);
- Improvements to the Buckingham Road / A4221 junction;
- Increasing capacity at the Howes Lane / Bucknell Road junction and approaches; and
- Further developments to the town's walking, cycling and bus network.

Carterton

6. The Carterton Area Strategy has been updated to reflect the scale of growth identified in the emerging Local Plan. The chapter strengthens our aims to establish a transport network for Carterton that supports residential growth, attracts economic investment and enables growth of RAF Brize Norton. Work undertaken since the last LTP3 update has enabled officers to be more specific about the transport schemes, in particular identifying the B4477 between Carterton and A40 at Minster Lovell as the most advantageous route to improve to accommodate traffic growth. As well as supporting operations at RAF Brize Norton, we will work with Carterton Town Council to improve the environment of the town centre, and reduce the impact of traffic accessing the town centre. This revision of the LTP also offers the opportunity to formally secure developer funding to mitigate the cumulative impact of development across the Carterton area.

Science Vale

7. The strategy has been revised to reflect the rapid rate of change and development due to Local Plan growth, and the designation of the Science Vale Enterprise Zone. The transport priority for Science Vale is to improve access to the Enterprise Zone sites at Milton Park and Harwell Oxford for international, national and local travel. Transport planning work is on-going, however work undertaken since the last LTP3 update has enabled officers to be more specific about the transport schemes required to support growth, particularly the major road schemes to improve the A34 Interchanges at Milton and Chilton. The scale of growth across Science Vale presents the opportunity to significantly strengthen bus services, rail infrastructure, and cycle infrastructure to provide a fully integrated transport system, fitting of the UK's leading centre for science, technology and innovation. This revision of the LTP also offers the opportunity to formally secure developer funding to mitigate the cumulative impact of development across Science Vale.

Witney

8. The Witney Area Strategy has been updated to reflect the scale of growth identified in the emerging Local Plan. This sets out our strategic transport vision for Witney, as approved by Cabinet in March 2013. This approved a transport infrastructure investment package to support the town's development potential which includes capacity improvements at the Ducklington Lane/Station Lane junction, a new all movement junction on the A40 at Down's Road and the provision of west facing slip roads at Shores Green together with associated improvements. Opportunities to improve facilities for walking, cycling and bus users are also set out in the revised strategy.

Implementation

9. Many of the schemes within the area strategies are in the early stages of development and their delivery will depend on further feasibility work and obtaining funding. The intention is to seek developer funding wherever possible, but to retain flexibility to allow us to take opportunities of different routes to government funding as they arise. Some schemes will be subject to

environmental assessment and consultation as required. The key schemes up to 2016/17 are listed in the Capital Programme and Transport Forward Plan, approved by Council on 18 February 2014 (see Appendix D): http://mycouncil.oxfordshire.gov.uk/documents/s24304/CC_FEB1814R11%20-%202.11.pdf

Policy implications

10. If adopted, the area strategies will replace the current area strategies contained within LTP3, including the policy statements within them. They are consistent with the overarching objectives and policies of LTP3 as set out in Part 1. They support the Corporate Plan objectives of building a world-class economy, supporting healthy and thriving communities and enhancing the environment.
11. The Council is in the early stages of developing a new Local Transport Plan, LTP4. A Member Working Group has been set up, comprising Councillors from the Transport Advisory Panel. Stakeholder and public consultation will take place during its development, and public consultation on a draft LTP4 is currently envisaged for early 2015. The area strategies developed as part of LTP4 will build on the LTP3 strategies and take into account any outcomes from the Strategic Housing Market Assessment. LTP4 will also take account of changes to the central Government transport funding allocation regime, in particular the linkages with the LEP's Strategic Economic Plan and the Local Growth Fund.

Consultation

12. The updated area strategies are in line with local plans, either adopted or emerging, and in each case the high level content has been the subject of local consultation. Therefore it has not been considered necessary to carry out separate public consultation. However, the strategies have been reviewed by district council officers and considered by the Member Working Group. As part of the development of LTP4 (see above), there will be a review and full public consultation on the area strategies, along with the general policies and other strategies. Individual major scheme options will be subject to public consultation as they come forward.

Equalities

13. An equalities impact assessment was carried out on LTP3. As these updates fall under the overall policy framework of LTP3, they are not considered to raise any new equalities issues. Equalities will be considered as part of the development and design of individual schemes within the strategies. A full assessment will be carried out as part of the development of LTP4.

Financial and Staff Implications

14. The development of schemes within the area strategies requires capital and revenue funding, including staffing resource for feasibility and design work. These matters are covered as part of the Council's budget setting process and capital governance procedures.

RECOMMENDATION

15. **Council is RECOMMENDED to adopt the updated Area Strategies for Banbury, Bicester, Carterton, Science Vale and Witney, as attached in Annexes 1-5, to replace the current strategies for these areas in LTP3.**

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Director for Environment & Economy

Background papers:

- (1) LTP3 existing area strategies for Banbury, Bicester, Carterton, Science Vale and Witney:

<http://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ltp3/15-banbury.pdf>

<http://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ltp3/16-bicester.pdf>

<http://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ltp3/19-carterton.pdf>

<http://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ltp3/17-svuk.pdf>

<http://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ltp3/18-witney.pdf>

- (2) Bicester Peripheral Route Assessment Report - January 2014

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