

Divisions Affected - All

CABINET – 19 OCTOBER 2021

LOCAL TRANSPORT AND CONNECTIVITY PLAN

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **Cabinet is RECOMMENDED to:**
 - (a) **Provide any comments on the proposed Local Transport and Connectivity Plan (LTCP) document and supporting strategies;**
 - (b) **Endorse the content of the LTCP document, and the supporting strategies as the basis for public consultation, commencing in November 2021 for a period of 6 weeks; and**
 - (c) **Delegate the decision on the final LTCP document, including graphical format to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Highways Management and Cabinet Member for Travel and Development Strategy.**

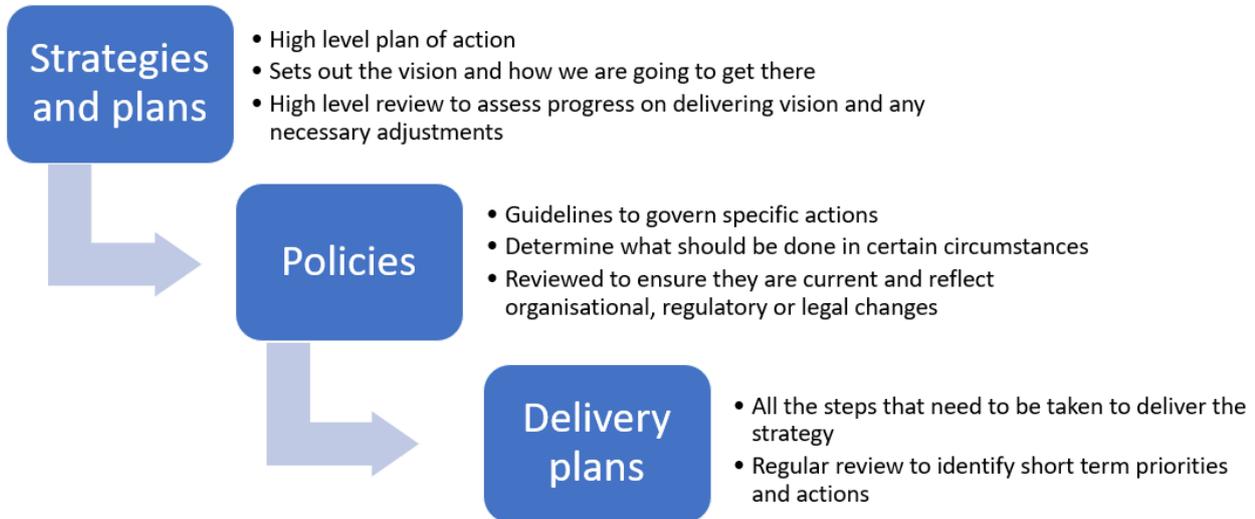
Executive Summary

2. This report updates Cabinet on the Local Transport and Connectivity Plan (LTCP). Specifically, it outlines the context and key points included in the draft LTCP Document (Annex 1), on which it is proposed to undertake public consultation. It also includes context about the supporting data (Annex 2), draft Freight and Logistics Strategy (Annex 3), draft Innovation Framework (Annex 4), draft Active and Healthy Travel Strategy (Annex 5), Bus Service Improvement Plan and the Integrated Sustainability Appraisal (Annex 6). It is proposed that these documents are all endorsed for public consultation commencing in November 2021.

Background to development of the LTCP

3. Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling the new Oxfordshire document the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county.
4. The LTCP is a strategy document. These are high level plans of action which set out the current situation, a vision and how we are going to achieve the vision. The strategy contains a set of policies which govern specific actions. Strategies and policies are generally reviewed every 1 to 5 years to assess high level progress made, ensure they remain current and make any necessary adjustments.

5. Strategies are then supported by delivery plans which provide more detail and set out all of the steps that need to be taken to deliver the strategy. These are reviewed more frequently and amended to reflect our short term priorities and funding. This process is summarised on the diagram below.



6. The current Local Transport Plan 4 (LTP4) was adopted by the Council in 2016. It has provided a strategic transport policy framework for Oxfordshire over the last few years. It has also supported bids for significant transport scheme funding, such as the Oxfordshire Housing and Growth Deal schemes, and supported development of recent district Local Plans.
7. However, the local and regional policy context has changed significantly since the publication of LTP4. This includes the council's new corporate priorities, particularly the commitment to tackling the climate emergency by enabling a zero carbon Oxfordshire by 2050 and increased national emphasis on encouraging walking, cycling and public transport use. The LTCP is an opportunity to develop a transport policy framework that reflects these changes and implements a new way of thinking.

LTCP Development

8. We have developed and consulted upon the LTCP in 3 stages. This process has allowed for ongoing public engagement at each stage of the project. We have therefore been able to refine proposals before final inclusion in the LTCP.
9. The stages of development that we have conducted are:
- Stage 1 – Topic Paper Engagement
 - Stage 2 – Development of Vision Document
 - Stage 3 – Development of LTCP and supporting strategies
10. Due to the LTCP's influence on all residents travel and everyday lives, as well as impact on visitors and businesses in Oxfordshire, it has been important to develop it with high levels of engagement and consultation. We have engaged with the public and key stakeholders on two occasions: topic paper engagement in March 2020 and the vision document consultation in February 2021. District policy partners, campaign

groups and a specially formed LTCP Steering Group have all guided development to date, along with input from the cross-party Transport Cabinet Advisory Group.

LTCP Document

11. It is important to note that all of the documents accompanying this report are currently in draft form. There is an opportunity to refine content before it is shared for public consultation, including creating final graphical versions using a specialist designer.
12. The current draft of the LTCP document is shown in Annex 1. In summary this includes the following sections:
 - **Introduction**
 - **Oxfordshire context:** Sets out background about the county and the role of sub-national transport bodies.
 - **Policy context:** Provides a summary of key local and sub-national policies.
 - **The challenge:** This section gives some context to the challenges associated with planning for transport to 2050.
 - **Evidence base:** Summarises key headlines from the evidence base analysis.
 - **Vision and themes:** This section outlines the LTCP vision and underpinning key themes.
 - **Decarbonisation:** Summarises the issue and our approach to delivering a zero-carbon Oxfordshire transport system.
 - **Policy chapters:** These chapters include the LTCP policies and supporting commentary.
 - **Funding and implementation:** Details how the LTCP will be implemented and potential funding sources.
 - **Monitoring:** This section outlines how the LTCP will be monitored and what the key performance indicators are.
13. The key sections of the document are considered to be the vision, key themes and policies. A summary of these sections is set out below for ease of reference.

LTCP vision and key themes

14. We have developed a transport vision to set out the overarching direction for transport in Oxfordshire. The vision outlines a clear long-term ambition for transport in the county and underpins the policies in the LTCP. In support of the vision, we have identified five proposed key themes. These are the specific areas we are seeking to transform through implementation of the vision. We have also identified the outcomes we hope to deliver for each key theme.
15. The LTCP has also been framed in terms of how it supports and contributes to the priorities of the Fair Deal Alliance and Council/corporate priorities more generally – in particular the commitment to invest in an inclusive, integrated and sustainable transport network, with a focus on promoting Active Travel and Public Transport over car capacity.

16. The LTCP also supports the Council's strong focus on Climate Action and Carbon reduction, for example through reflecting the 'Pathways to Zero Carbon' approach to **'Avoid, Switch and Improve'** travel.
17. The LTCP vision and key themes are illustrated overleaf and were included in the vision document consultation in February/March 2021. Following this we have reviewed feedback and included an amended vision in the LTCP.
18. In order to track delivery of the vision and key themes we have identified four critical headline targets that all policies / schemes are working towards. These will help us to quantify progress made on delivering the vision and ensure that we are on track to deliver the vision. Originally, two headline targets were proposed, both for 2040, for the first two of the bullet points below. The view of Transport Cabinet Advisory Group was that they were not sufficiently ambitious in terms of demonstrating early progress or overall outcome. The proposed revised approach therefore brings forward the previous target to replace/remove 1 in 4 car trips to 2030, and supplements this with a more ambitious 1 in 3 target by 2040. The revised headline targets are:
By 2030 our target is to:
 - **Replace or remove 1 out of every 4 current car trips in Oxfordshire****By 2040 our targets are to:**
 - **Deliver a zero-carbon transport network**
 - **Replace or remove 1 out of every 3 current car trips in Oxfordshire****By 2050 our target is to:**
 - **Deliver a transport network that contributes to a climate positive future**
19. We propose that annual monitoring reports are published to demonstrate progress on delivering the LTCP and progress made against the headline targets.

LTCP vision:

“Our Local Transport Plan Vision is for a zero-carbon Oxfordshire transport system that enables all parts of the county to thrive.

Our transport system will enable the county to be one of the world’s leading innovation economies, whilst supporting clean growth, tackling inequality and protecting our natural and historic environment. It will also be better for health, wellbeing, social inclusivity and education.

Our plan sets out to achieve this by reducing the need to travel and discouraging unnecessary individual private vehicle use through making walking, cycling, public and shared transport the natural first choice.”

Key themes:



Environment

Outcome: Sustainable communities that are resilient to climate change, enhance the natural environment, improve biodiversity and are supported by our zero-carbon transport network.



Health

Outcome: Improved health and wellbeing and reduced health inequalities enabled through active and healthy lifestyle and inclusive, safe and resilient communities.



Place shaping

Outcome: Sustainable and resilient communities which provide healthy places for people and a high-quality environment capitalising upon the exceptional quality of life, vibrant economy and dynamic communities of our county.



Productivity

Outcome: A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, zero-carbon transport network.



Connectivity

Outcome: Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the county, enabling greater choice and seamless interchange between sustainable modes.

LTCP Policies

20. The majority of the LTCP outlines our transport policies. These policies will be used to influence and inform how we manage transport, influence spatial planning and the types of schemes we (or other transport organisations) implement. The policies are grouped according to policy focus area which were identified in support of the vision and key themes.
21. An initial list of policies was included in the LTCP vision document. The consultation found that 74% agreed with them (31% strongly agree, 43% tend to agree). We have amended the policy focus areas based on the feedback received and added several new policies as a result.
22. Full details about what is included under the policies is provided in the LTCP document in Annex 1. In summary the policies that have been developed are:

Section	Policies
Walking and cycling	Transport user hierarchy
	Cycle and walking networks
	Local Cycling and Walking Infrastructure Plans
	Strategic Active Travel Network
	Greenways
Healthy place shaping	Community activation
	Healthy Streets Approach
	Health Impact Assessment
	Guidance and standards for new development
	Low Traffic Neighbourhoods
Road safety	20 minute neighbourhoods
	School Streets
	Road safety
Digital connectivity	20mph Zones
	Equestrians
	Digital infrastructure
Public transport	5G
	Remote working
	Bus strategy
	Rail strategy
	Park and Ride
	Air travel and connectivity
	Multi-modal travel
Mobility Hubs	
Environment, carbon and air quality	Community transport
	Embodied carbon
	Clean Air and Zero Emission Zones
	Zero emission vehicles
Network Management	Green Infrastructure
	Network Management

Section	Policies
Network, parking and congestion Management	Asset management
	Parking management
	Parking enforcement
	Demand management
	Road schemes
	Smart Infrastructure
Innovation	Passenger Micromobility
	Shared Mobility
	Connected and Autonomous Vehicles
	Unmanned Aerial Vehicles
	Innovation framework
Data	Data
	Modelling
	Monitoring
Freight and logistics	Freight and Logistics Strategy
	Cycle freight
	Freight consolidation
Regional connectivity and cross-boundary working	Regional connectivity and cross-boundary working
Local connectivity	Area transport strategies
	Transport corridor strategies
	Rural journeys

LTCP Supporting Strategies

23. In support of the LTCP we have also developed supporting strategies for freight and logistics (Annex 3) and Active and Healthy Travel (Annex 5). The Bus Service Improvement Plan will also be a supporting document, ahead of being developed into a Bus Strategy alongside the new Enhanced Partnership arrangements. These strategies build upon the high level policies in the LTCP but provide more detail about our proposals and how they will be delivered. We also propose including the Innovation Framework (Annex 4), which has been developed by the council's Innovation Hub, as a supporting document.
24. The existing Digital Infrastructure Strategy (adopted March 2020) will be another supporting strategy. The strategy supports proposals to reduce the need to travel and is referenced in the LTCP. The strategy is due to be updated and references to it will be amended within the LTCP when this occurs.
25. We are producing the LTCP supporting strategies in 2 stages. Following consultation and adoption of the supporting strategies mentioned above, the second stage of supporting strategies will provide time to ensure a better strategic fit with:
- Preferred Oxfordshire Plan 2050 Spatial Strategy
 - The priorities emerging from the Oxford Infrastructure Strategy
 - OxCam Arc Spatial Framework
 - Local Plan development / updates

- England’s Economic Heartland Regional Connectivity Studies
- Bus Enhanced Partnership and Bus Service Improvement Plan

26. As part of this stage 2 in 2022, a set of area and corridor strategies will be produced to support the LTCP. These will outline how the LTCP vision and outcomes are delivered across the county. We are also preparing Local Cycling and Walking Infrastructure Plans (LCWIPs) for Oxfordshire towns during 2021 and 2022. These will support the LTCP, align with the area strategies and support complementary measures including the proposed roll-out of 20mph speed limits and zones. Together, they will create more detailed plans to guide future scheme development, funding bids, responses to planning applications and developer negotiations.
27. We will also develop a bus strategy, rail strategy, walking & cycling design standards and updated digital strategy in 2022. The rail strategy will build on the Oxfordshire Rail Corridor Study and Oxfordshire Connect projects and use them as a basis for updating our overall strategy. A summary of when LTCP supporting strategies are proposed to be produced is shown in the table below.

LTCP Part 1 (2021)	LTCP Part 2 (2022)
Bus service improvement plan	Area strategies
Freight and Logistics strategy	Corridor strategies
Active and healthy travel strategy	Bus strategy
Innovation Framework	Local Cycling and Walking Infrastructure Plans
	Walking and cycling design guidance
	Rail strategy
	Digital Strategy

Freight and Logistics strategy

28. The freight and logistics strategy addresses some of the challenges associated with the movement of goods in Oxfordshire and sets out the actions required to deliver appropriate, efficient, clean and safe movement.
29. In order to produce the freight and logistics strategy, we first conducted a review of the LTP4 freight strategy published in 2016 and analysis of the current, broader freight context. Based on this analysis, we identified a set of key principles which the resulting strategy is structured around. The key principles are:
- Appropriate movement
 - Efficient movement
 - Zero-tailpipe emission, zero-carbon movement
 - Reducing local air pollutants
 - Safe movement
 - Monitoring movement
 - Partnership working

30. Each key principle has its own chapter to outline why it is important, key considerations and the actions we believe are required to deliver it. The actions are summarised in the freight and logistics strategy executive summary. Key actions include:
- Establishment of a clear process for how new HGV restrictions are decided and funded.
 - Explore new methods to aid enforcement.
 - Development of an appropriate HGV route map.
 - Promotion of rail freight and support for strategic rail freight interchanges.
 - Promotion of cycle freight.
 - Explore freight consolidation.
 - Work with the industry to explore opportunities for freight decarbonisation.

Innovation Framework

31. The Innovation Framework sets out guidance for how to consider innovation within planning and development. It covers innovation and development of all kinds. The aim is to set out the case for why innovation needs to be considered, the risks if current innovations set to become mainstream are not futureproofed and the benefits integrating innovation can have. This is essential when creating and planning for a zero-carbon sustainable transport network.
32. It also provides a set of principles, taken from existing and emerging policy, strategy and guidance, which identify when innovation should be integrated – ensuring that innovation is used to further these principles and/or overcome challenges, rather than for the sake of being seen to be innovative. For example, using innovation to support wider changes and goals such as achieving net-zero carbon development, and supporting an aging population.
33. The framework document is one of four elements which will ultimately make up the full Innovation Framework, with the other three elements still in development. The other elements will consist of:
- A template and guidance for creating an Innovation Plan (1st draft created).
 - An evidence base of innovations (initial roadmaps created; further scoping work needed for development of the evidence base).
 - A monitoring platform to allow assessment of development through its cycle, and monitor performance against KPIs (in early scoping stages).

Active and Healthy Travel Strategy

34. A new Active and Healthy Travel Strategy (AHTS) has been produced by the Active Travel Hub to support the LTCP. The AHTS will guide the production of future “Local Cycling & Walking Infrastructure Plans” (LCWIPs) and the Strategic Active Travel Network (SATN). The AHTS has been produced in line with Government ambitions to prioritise active travel as set out in the national policy document “Gear Change”

35. The AHTS is in 2 sections – the first concentrating on cycling and the second on walking. It proposes a vision for both cycling and walking including an ambitious county-wide cycling target of 1 million cycle trips a week by 2031 (on a current baseline of 600,000 trips). The AHTS contains both policies and actions to achieve the targets. The AHTS is structured under 5 priorities which European research and best practice have shown to be fundamental in successfully increasing cycling as below:
- (1) Mainstreaming cycling within council governance
 - (2) Creating comprehensive cycle networks
 - (3) Managing car use
 - (4) Kickstarting and embedding a cycling culture
 - (5) Improving the urban realm and access to facilities within 20 minutes for cycling and walking
36. The AHTS targets and proposals represent a very high level of ambition, in line with the urgent challenges of the climate emergency and public health priorities. Only a handful of any towns have ever matched the AHTS ambitions (e.g. Ghent) and AHTS represents a radical boost to the levels of cycling in Oxfordshire which have been mostly stationary over the last 10 years. The AHTS includes innovative measures and policies to help achieve this transformational change. The AHTS builds on the groundwork preparing the Oxford and Bicester LCWIPs, including the findings of the 2019 Oxfordshire Cycle Survey which identified the priorities of Oxfordshire cyclists.
37. Measures in the AHTS include:
- (1) Cycle Route Assessment Matrix to evaluate existing infrastructure and prioritise new proposals and ensure that they meet the needs of cyclists.
 - (2) Embedding LTN 1/20 design principles in updated local design standards more suited to Oxfordshire’s higher cycling levels and narrow streets.
 - (3) Commitment to Active Travel (CAT) scale to assess the ambition of cycling and traffic management proposals.
 - (4) Dual choice network, cycle streets and LTNs to cater for all types of cyclists.
38. The refreshed Active and Healthy Travel Strategy will support the LTCP headline targets to reduce car trips and ensure we continue our success in securing funding for walking and cycling schemes. The ambition is that Oxfordshire should become a centre of excellence and remain a lead authority in this respect.
39. The draft strategy (at Annex 5) has so far been shared with Oxfordshire Cycle Network and Oxfordshire Pedestrians Association for initial comments. The AHTS has also been shared with stakeholder groups via the Active Travel Co-production Group and Roundtable, and Members e.g. via Transport Cabinet Advisory Group, in order to achieve a good draft for formal consultation.

Integrated Sustainability Appraisal & Equalities and Climate Impact Assessment

40. In support of the LTCP we commissioned the specialist consultants AECOM to conduct an Integrated Sustainability Appraisal (ISA). The ISA has been conducted to ensure that the LTCP protects the environment, human health and allows equal access for all residents.
41. The ISA has achieved this by subjecting the LTCP to a series of assessments. These assessments include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA). The ISA interim report has been designed to support the current decision-making process on the draft LTCP and is included in Annex 6. We are seeking endorsement for the full report to go out to public consultation alongside the LTCP.
42. We have also produced an Equality and Climate Impact Assessment (ECIA) which can be found in Annex 7. The ECIA further ensures that we have considered the LTCP's impact on climate and equality matters.
43. The assessment indicates that the LTCP will positively impact on climate change. This is because the LTCP outlines a clear vision to deliver a zero-carbon Oxfordshire transport system and a plan for how we will achieve this, including the relevant policies in a range of key categories.
44. Other possible impacts identified include improved accessibility, benefitting older and disabled residents, improved connectivity for rural areas and benefits for other council services, such as through improved public health.

Corporate Policies and Priorities

45. The County Council's corporate plan, 2020-24 includes a vision based on the 3 elements of 'Thriving People,' 'Thriving Communities,' and 'Thriving Economy.' The LTCP will help to deliver the council's vision for all of these elements.
46. The LTCP will directly contribute to delivering a 'Thriving Economy' and the aim to "support a thriving local economy by improving transport links to create jobs and homes for the future." In particular, the LTCP will set out priorities for sustainable transport improvements that link with economic development, as well as policies to support delivery of new sustainable communities.
47. The LTCP will help to deliver the 'Thriving Communities' aspect, due the relationship between transport, quality of life, health and the environment. The LTCP directly seeks to reduce carbon emissions and aims for a zero-carbon transport system by 2040. It also has a strong focus on healthy place shaping and encouraging active lives, in line with the corporate plan. The policies in the LTCP will be essential to delivering these goals.

48. The LTCP will also play some role in helping to deliver 'Thriving People'. This is because transport can play a significant role in enabling older and disabled people to live independently. The LTCP seeks to improve connectivity for all residents and there are policies that will specifically help to achieve this.
49. Delivery of the LTCP will also help the County's local economy to recover strongly from the COVID-19 crisis. For example, encouraging more walking and cycling to local town centres without congestion or the need for extra parking, can help reinvigorate them in terms of retail and social exchange. It will also consider the longer-term priorities for post-COVID transport planning.

Financial Implications

50. The LTCP and supporting strategies have been produced by staff from across the Environment and Place directorate, covered by the staffing budget. In addition, £33,715 was identified within the team budget to fund consultants for production of the ISA. Additional revenue costs of £1,896 are required to produce the graphically designed documents for public consultation, funded from existing team budget.
51. Some supporting strategies for LTCP Part 1 have also required us to secure extra staff resource to draft them, such as the Bus Service Improvement Plan. The Government requires this to be produced by October 2021, the budget for which is covered by revenue from DfT grant funding.
52. As noted previously, it is proposed that the LTCP area and corridor strategies are produced as a 'Part 2' in 2022. Development of these strategies could lead to potential staffing pressure and the need for additional resource will be factored into our Budget Strategy proposals for 2022/23. Work is currently ongoing with the Infrastructure Locality Teams to scope the strategies, develop a programme for development and understand the resources available.

Comments checked by:

Rob Finlayson, Finance Business Partner (Environment & Place),
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Legal Implications

53. The LTCP will be the county's statutory Local Transport Plan. The requirement for local transport authorities to produce a Local Transport Plan is set out in the Transport Act 2000, as amended by the Local Transport Act 2008. Under the 2008 act, Local Authorities may replace their plans as they see fit. Once adopted by the County Council, the LTCP will replace the current Local Transport Plan, adopted in 2016.
54. The Local Transport Acts also require local transport authorities undertake a certain level of consultation when developing policies and plans. It is considered that this will be met by the Vision Document consultation conducted in February-March 2021, as well as the planned consultation on the LTCP.

Comments checked by:
Jennifer Crouch, Principal Solicitor (Environment Team),
Jennifer.Crouch@Oxfordshire.gov.uk (Legal)

Staff Implications

55. Development and project management of the LTCP, supporting strategies and the ISA have been undertaken by officer resource in the Infrastructure Strategy Team, with input from officers across the Environment and Place directorate and wider Council, supported by an Officer Task and Finish Group, which contributed significantly to identifying policies and drafting the document. The Infrastructure Strategy Team has also project managed development of the ISA and managing the consultants.
56. Officers will continue to project manage the LTCP throughout 2022 as the area transport strategies are developed. This will require input from across the Council, particularly Growth & Place teams and liaison with the district councils and other external stakeholders. As noted, this could lead to staffing pressure and the need for additional resource will be factored into our Budget Strategy proposals for 2022/23.

Equality & Inclusion Implications

57. We have undertaken engagement and consultation exercises during development of the LTCP to help shape its content and understand the needs of different residents. This has included engagement with the Oxford City Council Inclusive Transport and Movement focus group. We are proposing to undertake a further consultation on the LTCP document.
58. In a wider sense the vision and key outcomes as set out in the LTCP are very much about supporting all communities in Oxfordshire to thrive. To ensure that we have assessed this in a fair and thorough manner, an equalities impact assessment has been undertaken as part of the wider ISA. This has ensured that any equality matters have been identified and acted upon during development of the LTCP.
59. As noted earlier, we have also produced an ECIA (Annex 7). The ECIA has identified that the LTCP could have positive impacts on older residents, disabled residents, rural areas and areas of deprivation.

Sustainability Implications

60. The LTCP will be an important part of delivering the County Council's Climate Action Framework. Transport produces the majority of emissions in the county. The LTCP recognises this and sets out the target for a zero-carbon transport network across the Oxfordshire by 2040 and outlines the policies which will help to achieve this, focusing on reducing the need to travel, reducing journeys by car and the promotion of walking, cycling, public and shared transport.

61. The LTCP also recognises the need to improve biodiversity and protect the natural environment. Again, the policies in the LTCP will help contribute to this by seeking to reduce private car use. There are also several policies that have direct benefits in this area such as Green Infrastructure.
62. The ISA has conducted a Strategic Environmental Assessment to ensure that the environmental impacts of policies have been considered and assessed in a systematic way.

Risk Management

63. A comprehensive risk register has been kept as part of the LTCP project. Key risks associated with development of the LTCP have been summarised below.
64. **Risk:** The LTCP does not have wider stakeholder, Councillor or public input
Mitigation: The engagement process will give time for stakeholders to feedback and develop a relationship with LTCP team. A stakeholder engagement plan has been developed and delivery is ongoing at relevant stages of public consultation. There have also been regular meetings with the LTCP Steering Group and the Transport CAG throughout LTCP development. Local County members have been engaged with through member locality meetings and an all-member briefing. We have also engaged with district council colleagues and plan to conduct further engagement prior to public consultation.
65. **Risk:** That the LTCP will not be delivered to time/budget
Mitigation: A full-time post in the Infrastructure Policy and Strategy Team project manages development of the LTCP. In addition, the Officer Task and Finish Group was set up and helped to take forward delivery of the full LTCP and consultants were procured to undertake the ISA. The LTCP and supporting strategies are currently meeting timescales set out in the project plan.
66. **Risk:** Uncertainty around the outcome of the County Council elections
Mitigation: Officers have been working with the cross-party political Cabinet Member leads and we are ensuring the Plan reflects the agreed priorities of the Fair Deal Alliance. We also briefed new cabinet members following the election and provided an update on the LTCP to all local members at the Summer member locality meetings. Transport Cabinet Advisory Group (CAG) have had regular input into LTCP and it is envisaged they will have a central role in shaping the rest of the LTCP, both up until and after its adoption.
67. **Risk:** The LTCP supporting strategies and/or area strategies will not be delivered to time/budget
Mitigation: The Infrastructure Strategy Team has overseen project management of the supporting strategies, with support from the Officer Task and Finish Group. Additional resource was also secured to assist with development of the Bus Service Improvement Plan. Work is ongoing to engage with Infrastructure Locality Teams to develop a programme for area strategy development and understand the resources available. The need for any additional resource will be factored into our Budget Strategy proposals for 2022/23.

68. **Risk:** The LTCP does not receive high levels of engagement in November 2021
Mitigation: Owing to the number of major consultations being conducted in November 2021 by the County Council there is a risk that there are lower levels of engagement with the LTCP, with a risk of ‘consultation fatigue’ among residents and lower levels of engagement. OCC channels will also have less capacity to promote each consultation and encourage engagement. The primary mitigation for this risk would be to move the consultation to early 2022, although this could have some knock-on implications for the overall programme.

Consultation and Engagement

Public consultation

69. There have been 2 rounds of public engagement on the LTCP to date. An engagement exercise was undertaken in Spring 2020, with the public and stakeholders asked to comment on a series of topic papers focused on different transport and connectivity topics. A report on this engagement was published alongside the LTCP Vision Document.
70. Following this, public consultation was conducted on the vision document in February-March 2021. This included seeking feedback on the draft vision, key themes and proposed policies. Feedback from this consultation has been used to refine the vision, key themes and policies in the LTCP.
71. We are proposing to undertake a further public consultation on the LTCP and supporting strategies following cabinet approval of the documents, proposed to be for a period of 6 weeks. Amendments will then be made to take into account feedback received before the final versions are presented for approval by Cabinet adoption by the county council.
72. It is recognised that there is a need to review engagement with harder to reach groups as part of the LTCP consultation. This is in line with the Council commitment to equal opportunities as set out in the Council’s ‘Including everyone: Equalities, Diversity, and Inclusion Framework’, particularly Goal 4, ‘our services use good data and engage with users to plan and meet their diverse needs.’ We have engaged with Oxford City Council’s Inclusive Transport and Movement focus group to improve this engagement and will work with the corporate marketing and engagement team to achieve this in the next stage of public consultation.

County councillor engagement

73. Engagement with County Councillors to date has been primarily through the cross-party Transport CAG and Locality Meetings. Transport CAG has provided political steer to development of the LTCP work, including the engagement exercise in Spring 2020, development of the draft vision and refinement of the draft LTCP document.

74. Locality meetings were given an update on LTCP progress, including the draft vision, proposed policies and next steps at their summer meetings. It will be important that we engage again with locality meetings, particularly as the area strategies are developed following adoption of the LTCP in 2022.

Stakeholder engagement

75. An LTCP Steering Group was established and has helped to develop the LTCP. The Steering Group includes representatives from transport operators, transport user groups, the Local Enterprise Partnership, and the key employers of Oxford University and Oxford Brookes.

Future engagement and timeline / next steps

76. As noted, there is future stakeholder engagement planned that will be an important part of informing LTCP 'part 1' and 'part 2' development. In summary the opportunities for future engagement are outlined below:
- **November 2021** – Public consultation (for 6 weeks, timings to be confirmed) on the LTCP and 'part 1' supporting strategies. Proposed approaches to this are being developed as outlined above, to ensure maximum response and reach across all sectors of our community as well as key Stakeholders, including neighbouring authorities, National Highways, Network Rail and other partners. Feedback will be used to amend the LTCP prior to its presentation for approval and adoption, in consultation with Transport CAG.
 - **Spring/Summer 2022** – LTCP 'part 2' development and engagement with local stakeholders including local councillors / locality meetings, district councils, parish councils, public transport operators, education, healthcare and business partners, and local transport groups.
77. Future engagement with stakeholders will be a key part of the area transport strategy development process. In the first instance we plan to engage with local councillors on this via the member locality meetings. A more detailed plan for stakeholder engagement is currently being developed
78. The key dates for further development of the LTCP and supporting strategies are set out below. These will be reviewed and finalised as the project develops, and aligned with timescales for the Oxfordshire Plan 2050 and associated Oxfordshire Infrastructure Strategy:
- November – December 2021: Public consultation on LTCP and supporting strategies.
 - Spring 2022: Finalisation of LTCP and supporting strategies, including approval by Cabinet and adoption by Council.
 - Spring/Summer 2022: Development of area and corridor strategies, bus and rail strategies, walking & cycling design guidance, with further engagement with local councillors and Stakeholders.
 - Autumn – Winter 2022: Consultation on supporting strategies.
 - Early 2023: Final approval and adoption of complete Plan.

Bill Cotton, Corporate Director for Environment and Place

Annexes: **Annex 1:** LTCP document
 Annex 2: Baseline evidence report
 Annex 3: Freight Strategy
 Annex 4: Innovation Framework
 Annex 5: Active and Healthy Travel Strategy
 Annex 6: Integrated Sustainability Appraisal
 Annex 7: Equality and Climate Impact Assessment

Background papers: Nil

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October 2021