

Divisions Affected - All

PLACE OVERVIEW & SCRUTINY COMMITTEE

12 November 2025

UPDATE: MOVEMENT AND PLACE PLANS

Report by Director of Environment & Highways

RECOMMENDATION

1. **The Committee is RECOMMENDED to:**
 - a. Provide any comments on the overall approach (including engagement), content and style of the Movement & Place Plans.
 - b. Provide any comments on the two specific Movement & Place Plans (Science Vale and Bicester Mid-Cherwell), subject to comments received during formal public consultation (November), for Cabinet's approval in January.

Executive Summary

2. The purpose of this paper is to update the Place Overview and Scrutiny Committee on the programme and delivery of the Movement and Place Plans (MAP Plans) which officers previously presented to the committee's Transport Working Group in March.

Background

3. The Plans are daughter documents ("Part-2") of the council's Local Transport and Connectivity Plan (LTCP), adopted in July 2022, as a statutory requirement of the Transport Act 2000 that local authorities must develop. They will sit under the LTCP

and alongside several other Council policies and strategies (i.e. Mobility hubs, Freight and logistics, Active Travel, Rail and Bus Strategies).

4. In March, Scrutiny members wanted to see the Plans have a greater focus on how they supported the community, addressed by the inclusion of “People Postcards” and a need to provide a summary document of the Plan to help the reader during the consultation. This has been included.
5. The Science Vale Plan (**see Annex A**) sets the blueprint, with subsequent plans due to come forward over the next 18-24 months following a similar format and style. Adoption of future MAP Plans will only be sought following public engagement of the each of them.
6. Each MAP Plan builds upon the existing LTP4 Transport Area Strategies, where one exists, and will be informed and developed by comprehensive evidence, ranging from national, regional, and local sources along with site visits. The evidence gathered establishes the existing conditions in each area, which will help identify the challenges and opportunities in the area.
7. The team are currently publicly consulting on the Science Vale and Mid-Cherwell Bicester Plans (**Annex B**), with consultation due to run until the end of November. The intention is to seek formal adoption of the Plans at Cabinet in January. The MAP Plan programme and geographic boundaries are set out in (**Annex C and Figure 1, respectively**).
8. Once adopted, the MAP Plan’s will replace the ‘[Connecting Oxfordshire: Area Strategies](#)’, adopted in 2016 as part of Local Transport Plan 4 (LTP4). The requirement to replace the area strategies from LTP4 is set out in Policies 52 and 53 of the LTCP.
9. The MAP Plans will be “live” documents, with an annual review and updates made, where required. This will ensure that they reflect the latest policy guidance, future Local Plans, speculative growth, new or updated government guidance, funding streams, and the development of schemes. It is worth noting that continuing resource will be required (e.g. staff resource) to deliver this.
10. Some of the policies identified in the MAP Plans will require funding and partners to deliver. The council cannot fund all of the schemes, and is thereby reliant on external funding, such as central government funding or developer contributions.

Overview

11. The MAP Plans reflect the priorities outlined in the LTCP, and detail how LTCP policies might be applied in different geographic areas and outline how the vision, targets, and outcomes of the LTCP are to be delivered. The MAP Plans outline more detail, in terms of:
 - Key outcomes for each place and benefits that are desired.
 - What elements are not fixed and need public engagement and co-production, and which are more fixed, and finally specific schemes and initiatives for delivery.
 - Being used to guide future workstreams, scheme development, funding bids, responses to planning applications, developer contributions and supporting and enabling sustainable growth.
12. They provide a framework and direction, and as the actions in the plans are progressed, working with the community, partners and stakeholders to shape and advance, the MAP Plans will develop and evolve.
13. The MAP Plans will include specific Action Plans, which will identify key actions that need to be progressed, over what timeframe, and the level of public engagement and influence that is needed/possible. For example, schemes that are no more than a concept or identified need will require work to be developed (e.g. through optioneering, feasibility studies and/ or co-production workshops) allowing visualisations of schemes to be explored with partners and stakeholders. They will also provide a more definitive delivery plans towards better cost estimates and programmes for each scheme.
14. Initial priority for the development of the Plans has been given to those locations with Area Strategies adopted, as part of LTP4 and identified growth areas. Albeit, the Central Area / Oxford have not been prioritised for update as the Central Oxfordshire Travel Plan was adopted in November 2022, with some key deliverables in progress, so therefore this area has an adopted strategy.

The Approach and Engagement

15. The look and feel of the plans has been developed to ensure that Place is at the heart of our plans and that there is a people focused approach that is understandable to the members of the public. This has been achieved through:

- **Infographic maps** - showing objectives and actions in a spatial way that are easy to understand.
- **Linking all actions to the six key components of place**, with this listed next to each action.
- **'People postcards'** – detailing small stories about the work proposed in the MAP Plan which focuses on the perspective of how the identified actions/ objectives may affect those living and working in Oxfordshire.
- **Place wheel** – showing the considerations when shaping a place.

16. As detailed in **Annex C**, we are also simultaneously working on other areas. This is an ambitious programme, and to manage resources is required to be undertaken in a staged approach for both the development of all the MAP Plans and as they are progressed themselves. The approach for engagement is outlined below

- *Stage 1– Portfolio holders*
- *Stage 2– District Council officers*
- Stage 3 – OCC/District Members
- Stage 4 - Parish and Town Councils
- Stage 5 - Key Stakeholders
- Stage 6 – Public Consultation (4 weeks)

17. In addition to the above, to promote the consultation, officers intend to hold roadshow events during the consultation; for example, speaking at the Bicester Area Oversight Group, Active Travel Round Table and where possible hold events locally within the areas of where the plans geographically based (e.g. libraries/Market stands).

Corporate Policies and Priorities

18. The County Council's strategic plan, 2022-25, sets out a vision to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county. The LTCP will help to deliver all aspects of this vision.
19. The MAPS Plans build on the 9 strategic priorities of the county council and will be key to delivering the following four:

- Put action to address the climate emergency at the heart of our work
- Tackle inequalities in Oxfordshire
- Prioritise the health and wellbeing of residents
- Invest in an inclusive, integrated and sustainable transport network

20. The MAP Plans will help to make Oxfordshire greener, fairer and healthier due to the relationship between transport, quality of life, health and the environment. They will directly seek to reduce carbon emissions and aim for a net-zero transport system by 2040. They also will have a strong focus on healthy place shaping and encouraging active lives. This will help to improve health and wellbeing by providing safer walking, cycling and wheeling routes to school and improving air quality.
21. The Plans will also help to tackle inequalities and improve health and wellbeing because transport can play a significant role in enabling older and disabled people to live independently. The MAP Plans will seek to improve connectivity for all residents and there are policies that will specifically help to achieve this.
22. Furthermore, they will reduce private car use and encourage modal shift to walking, cycling, wheeling, public and shared transport. This will be central to addressing the climate emergency and improving health and wellbeing.
23. The MAP Plans do not introduce any policies or proposed service changes that are not in line with the corporate policies and priorities.
24. A Climate Impact Assessment and Equalities Impact Assessment will be completed prior to submission to formal cabinet for consideration of adoption of the next two plans in January.

Financial Implications

25. The MAP Plans do not have any direct implications for transport infrastructure investment asks. However, they do set out a development plan for a specific area, noting potential investment and funding opportunities, which will be needed to deliver the outlined transport schemes.
26. Additional investment to enhance existing monitoring capabilities and delivery of the Movement and Place Plans will be considered through the council's budget setting process.

Comments checked by:

Filipp Skiffins, Assistant Finance Business Partner, filipp.skiffins@oxfordshire.gov.uk (Finance)

Legal Implications

27. The MAP Plans do not have any negative legal implications. As noted, the MAP Plans will replace the council's adopted Local Transport Plan (4) "[Connecting Oxfordshire - Area Strategies](#)" and it was a requirement of the adopted LTCP to deliver them, see Policies 52/53. They will therefore form part of the council's statutory Local Transport Plan. Albeit the MAP Plans are not a legal requirement they are considered good practice, and these plans are part of the Councils LTCP.
28. The MAP Plans set a working programme for scheme development within an area and will be used by the council to seek funding (e.g. from central government). They will be monitored on a regular basis (i.e. bi-annually).
29. Schemes will be assessed on their own merits as they develop and will be implemented in accordance with the relevant statutory framework applying at the time.

Comments checked by:

Jennifer Crouch, Principal Solicitor
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Staff Implications

30. The development and subsequent review and delivery of the Movement and Place Plans are and will continue to be delivered through existing resources.
31. Any additional staff resource requirements to implement schemes within the Plans will be considered and included within specific scheme budgets.

Equality & Inclusion Implications

32. The equalities impact assessments have not yet been completed for the MAP Plans, these will be completed prior to consideration by Cabinet.

Sustainability Implications

33. The MAP Plans build on existing transport strategies from the Council. Where future work is identified they recognise the need to deliver further co-production and engagement. Therefore, they do not have any current impacts on sustainability. However, they will work towards achieving the LTCP overall targets.
34. The MAP Plans will also be central to delivering the County Council's Climate Action Framework, as transport produces the majority of emissions in the county.

Risk Management

35. A Risk Management Strategy (**see Annex D**) was developed prior to the undertaking of this work. It identified risks associated with the development of the plans.
36. As part of the Risk Management Strategy a mitigation action for each of the risks outlined will be implemented to reduce the risk. They are reviewed on a bi-annual basis to ensure that this reflects the most up to date information.

Consultations

37. As noted in the background and overview section, four-week public consultation is taking place from Monday 3rd November via the Let's Talk webpages. Prior to this, pre-engagement took place with relevant cabinet members, Members (OCC and District), Town and Parish Councils and key Stakeholders.

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Annex A – Science Vale Movement and Place Plan

Annex B – Bicester Movement and Place Plan

Annex C – Movement and Place Plans Programme

Annex D – Movement and Place Plans Risk Management

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