

**CABINET**  
**27 JANUARY 2026**

**Movement and Place Plan: Science Vale**  
**Report by Director of Environment & Highways**

**RECOMMENDATION**

1. **The Cabinet is RECOMMENDED to: -**
  - a) Approve the adoption and publication of the Introduction Chapter (**Annex A**) providing overarching and context information for all Movement & Place Plans, which supports all specific Movement & Place Plans.
  - b) Approve the adoption and publication of the Science Vale Movement and Place Plan (**Annex B**), and its subsequent supporting documents at B1-B4) (e.g. summary, delivery plan etc).

**Executive Summary**

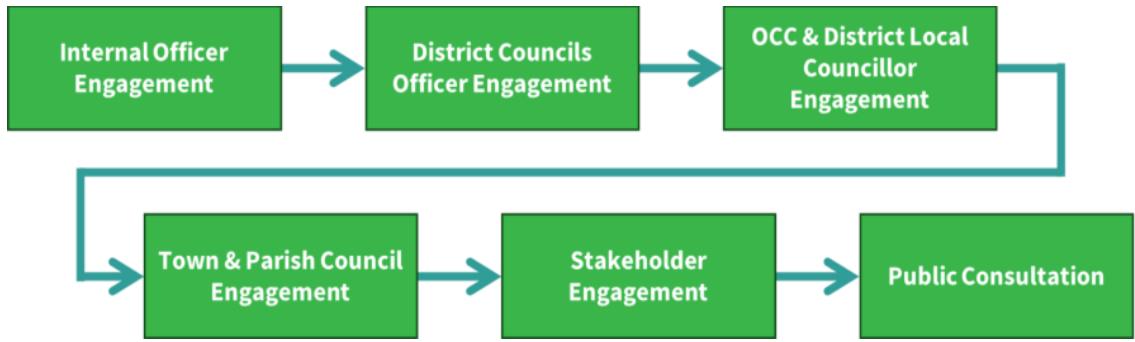
2. This paper seeks cabinet approval for the Science Vale Movement and Place (MAP) Plan. These Plans will replace the current “Area Strategies” as adopted in 2016, as part of Local Transport Plan 4 (LTP4).
3. The Central Oxfordshire Travel Plan was the first plan to come forward. Although The Science Vale MAP Plan (**Annex B**) is the first plan to come forward as part of the updated programme; others will come forward for consideration by Cabinet later this year. The MAP Plans form “Part 2s” of the Local Transport Connectivity Plan (LTCP). This development specifically addresses and supports, policies 52 and 53.
4. Development of this MAP Plan, prior to consideration by cabinet, has included extensive engagement with Cabinet members, local councillors, Town and Parish councils, stakeholders and a public exhibition event. Furthermore, a public consultation ran from 3 November and closed on the 1 December 2025 via the Let’s Talk Webpages, which included a public exhibition event during this period to raise further awareness of the plan.

## Background: Movement and Place Plans

5. MAP Plans are 'daughter' documents ("Part 2s") of the council's LTCP, adopted in July 2022 – a statutory requirement of the Transport Act 2000. A number of MAP Plans are being developed, which will support the LTCP and its' targets. This is alongside other specific strategies (i.e. Mobility Hubs, Freight and Logistics, Active Travel, Rail and Bus and Coach).
6. **Annex C** sets out the anticipated programme of the MAP Plans (with Science Vale MAP Plan setting the blueprint for the other plans) anticipated to come forward over the next 24-months. Although, it should be noted discussions are still being had with local members in terms of geographic boundaries and the naming conventions of some of the MAP Plans, so this programme is anticipated to change to reflect this early engagement process.
7. An Introduction chapter (**Annex A**), which sets out the overall context of the MAP Plans programme and how they support the council's LTCP, will be published on the council's webpages.
8. Each MAP Plan builds upon and replaces the '*Connecting Oxfordshire: Area Strategies*', adopted in 2016 as part of LTP4, where they exist (Science Vale, Witney, Carterton, Banbury & Bicester). The MAP Plans are informed and will be developed using a comprehensive evidence base, from national, regional, and local data sources along with site visits. The evidence gathered establishes the existing conditions in each area, which will help identify the challenges and opportunities.
9. The requirement to replace the area strategies from LTP4 is set out in Policies 52 and 53 of the LTCP.
10. The MAP Plans will be "live" documents, with annual reviews and updates made, where required. This will ensure that they reflect the latest local policy guidance, future Local Plans, likely 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.

## Engagement and Consultation: Science Vale MAP Plan

11. Extensive engagement and public consultation took place to inform the final version of the MAP Plan, subject to cabinet feedback. **Figure 1**, outlines the engagement and consultation process the team delivered.



**Figure 1: MAP Plan: Engagement and consultation process.**

12. During the public consultation a public consultation event was held in the Cornerstone Arts Café, Didcot and a presentation was made at the Oxfordshire Active Travel Roundtable, to raise the awareness of the plan.
13. The public consultation ran for four weeks between Monday 3<sup>rd</sup> November – Monday 1<sup>st</sup> December, where respondents were asked to complete an online questionnaire via the council’s Let’s Talk Oxfordshire interactive platform.
14. During this period, we received 32 responses and 7 emails. Of the feedback received via Let’s Talk Oxfordshire, 69% were residents, 3% businesses, 19% represented organisation groups and 9% categorised in other groups (e.g. district councils).
15. Broadly speaking, there was strong support for the plan from residents, businesses and local members, with over 72% of the respondents either ‘strongly agreeing’ or ‘agreeing’ with the Vision of the plan. **Annex D**, provides a detailed breakdown of the feedback received from the public consultation.

## Delivery programme & funding

16. The Science Vale MAP Plan sets out a clear delivery programme which covers the next 25 years. The plan contains a total of 22 objectives and accompanying actions, which are ordered in accordance with the transport user hierarchy.
17. It is recognised that to deliver each objective, the council will need to work with central government, partners, developers and key stakeholders etc. to deliver, fund and enforce these actions. Each action will continue to be monitored. This is set out in the delivery Plan (see **Annex B1**)
18. Each of the MAP Plans will remain “live” documents, with annual/ biennial updates expected to take place (e.g. factual updates on existing or new actions) alongside the annual review of the main (Part 1) LTCP document. Thereby

ensuring the plans reflect the latest policy guidance, future Local Plans, likely speculative growth, new or updated government guidance, funding streams and the development of schemes. As noted, in para 10, to deliver this, continuing resource will be required (e.g. staff resource) to deliver and maintain this aspiration.

## Corporate Policies and Priorities

19. The county council's Strategic Plan for 2022-28 sets out a vision for Oxfordshire to be a place where everyone has the opportunity to live well, where communities thrive, and where our local economy benefits all our residents. The MAP Plan builds upon all of these principles, as it addresses the meaning of movement and place for all the residents noted within the designated area.
20. The council's Strategic Plan outlines key headline projects delivering a "Greener, Fairer and Healthier" Oxfordshire. This is alongside the nine strategic priorities. The Science Vale MAP Plan helps to address this, due to the relationship between transport, quality of life, health and the environment. The plan will directly seek to reduce carbon emissions and aim for a net-zero transport system by 2040. There is also a strong focus on healthy place shaping and encouraging active lives. This will help to improve health and wellbeing by providing safer walking, wheeling and cycling routes to school and improving air quality.
21. The MAP Plans do not introduce any policies or proposed service changes that are not in line with the corporate policies and priorities.
22. As noted above, this specifically works towards achieving the LTCP targets and aspirations, and directly addresses the commitments made in **policies 52 and 53**.

## Financial Implications

23. The adoption of the documents as set out in the recommendations do not have any direct financial implications but do help and support future investment decisions of the council. They 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.

24. Any additional investment to enhance existing monitoring capabilities and delivery of the Movement and Place Plans will be considered through individual business cases and funding would be sought in line with the council's budget setting process.

**Comments checked by:**

**Filipp Skiffins, Finance Business Partner,**  
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## **Legal Implications**

25. Under the Transport Act 2000, local transport authorities in England are required to prepare and maintain a Local Transport Plan (or plans) that set out their transport policies and proposals.
26. The Science Vale MAP Plan is considered part of the council's LTCP. This was last updated in 2016 and therefore a more up to date document is considered positive from a legal perspective.
27. There are no specific legal implications for the council in adoption of documents as recommended in this report.
28. Any schemes being delivered under the Science Vale MAP Plan 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 (Regulatory)**  
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## **Staff Implications**

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

## **Equality & Inclusion Implications**

31. An Equalities Impact Assessment has been completed, please see **Annex E**. This will be further developed as specific commitments within the MAP are progressed, with specific scheme EIAs undertaken as required for the development of the MAP Plan programme; reflecting their unique and distinct challenges and characteristics.

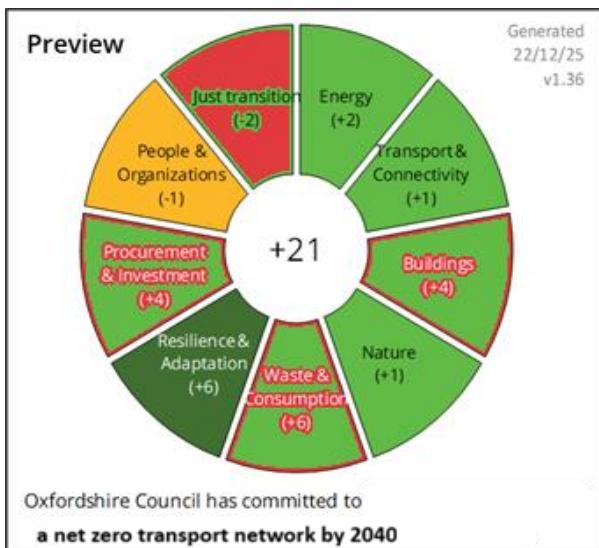
## **Sustainability Implications**

32. The approved Climate Impact Assessment (CIA), by the climate impact team can be found in **Annex F**. It was concluded that plan provides details for specific areas of Oxfordshire for how the policies of the LTCP will be delivered, alongside referencing whole life carbon approach for the 2040 target by including embodied carbon emissions, following Policy 27 of LTCP.

33. After an assessment of the plan it was found to have a +21 score for climate change measures clearly demonstrated that is supporting the council's wider climate aspirations.

34. The plan scored well in areas such as sustainable procurement and investment, ensuring development is delivered through reducing carbon and exploring waste and consumption. It was identified, that continued work was needed to deliver around a just transition to ensure no one was left behind or disadvantaged as we strive to deliver net-zero and hence the importance to continue to work with local communities' organisations and groups.

35. Figure 2, demonstrates where the Plan builds and supports the council's aspirations to reduce carbon emissions and achieve the aspirations detailed in the LTCP.



**Figure 2:** Carbon Impact Assessment Score

36. The Plan provides focus on sustainable transport improvements, such as increasing levels of walking, wheeling and cycling, enhancing public transport services and infrastructure to support planned growth. There is recognition that the MAP Plans can promote the construction of new transport ingratiation such as HIF1. Further, actions of this plan should look to continue to address the mitigation measures of this alongside continuing to support the affordability of public transport.

## Risk Management

37. A Risk Management Strategy (**Annex G**) was developed for this programme of work. It identified risks associated with the progress and development of the plans.
38. As part of the Risk Management Strategy a mitigation action for each of the risks identified will be implemented to reduce the risk. They are reviewed on a biannual basis to ensure that this reflects the most up to date information.
39. The main strategic risk relates to successful engagement towards a positive consultation response. This is being managed and mitigated as far as possible by ensuring key stakeholder are regularly communicated with and have a chance to input and shape the plan prior to public consultation, where there is a final opportunity to influence the content.

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 Strategic Transport Manager

**Paul Fermer**

Director of Environment and Highways

**Annexes:**

**Annex A – Introduction Chapter**

**Annex B – Science Vale Movement and Place Plan**

**Annex B1 Delivery Plan**

**Annex B2 Proposals Map**

**Annex B3 People Post Cards**

**Annex B4 Summary Report**

**Annex C – Initial officers' draft Movement and Place Plans Programme**

**Annex D – Science Vale Consultation Summary Report**

**Annex E – Equalities Impact Assessment**

**Annex F – Climate Impact Assessment**

**Background Documents:**

[Central Oxfordshire Travel Plan](#)

[Local Transport Connectivity Plan](#)

[Connecting Oxfordshire: Area Strategies](#)

[Strategic Plan for 2022-28](#)

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