**Local Transport and Connectivity Plan survey**

**Vision**

We previously asked Oxfordshire’s residents what they thought our overall vision for transport could be.

This vision is designed to be a clear long-term ambition for transport in the county and it underpins the policies in the document.

*“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.”*

**To what extent do you support our vision?**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| [x]  | [ ]  | [ ]  | [ ]  | [ ]  |

**Do you have any further comments on our Vision?**

A carbon neutral transport system for Oxfordshire by 2030 should be an overriding goal for the transport sector, which is the largest UK sector for carbon emissions. Oxfordshire’s emissions should include aviation, shipping and embedded emissions of imports serving Oxfordshire. Aviation and trunk road capacity expansion should be prevented indefinitely.

**Key themes**

In support of our vision, we have identified five key themes. These are the specific areas we are seeking to transform. Our key themes are:

* Environment
* Health
* Place Shaping
* Productivity
* Connectivity

We have also identified the outcomes we hope to deliver for each key theme which can be found in the LTCP.

**To what extent do you agree with the key themes?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Theme | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree |
| Environment | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Health | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Place Shaping | [ ]  | [x]  | [ ]  | [ ]  | [ ]  |
| Productivity | [ ]  | [ ]  | [ ]  | [ ]  | [x]  |
| Connectivity | [ ]  | [ ]  | [ ]  | [x]  | [ ]  |

**Do you have any further comments on the key themes?**

Yes, the Climate Emergency is not mentioned. The need for both mitigation of emissions from transport and adaptation to the continuing effects of the Climate Emergency is the main topic in our Report on Adaptation to Climate Change for Oxford which can be seen under REPORTS at [www.catg.org.uk](http://www.catg.org.uk)

Biodiversity is being constantly eroded within the County by greenfield site development. The County and district councils should block such development by all available means, forcing brownfield site development and sustainable retrofitting upon developers. The World Health Organisation has indicated that 8.8m people are dying each year from air pollution, and that the UK share of this is c64,000 deaths. Since existing vehicles are a major pollution source, and electric vehicles still create non-exhaust emissions such as particulates from brake pad erosion, road abrasion and by moving such particulates when in motion on roads, the County should encourage a general policy of Ultra Low Emissions Zones for urban settlements and radical increases in pedestrianised and pedestrian priority areas, if it is serious about health. Productivity of what, with what effects? Connectivity for walkers, cyclists and buses, but not accommodating existing and expanding movements of cars.

**Headline Targets**

In order to check that we are delivering on our vision and key themes we have identified some headline targets.

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

**To what extent do you agree with the headline targets?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Target | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree |
| 2030 target | [ ]  | [ ]  | [ ]  | [ ]  | [x]  |
| 2040 targets | [ ]  | [x]  | [ ]  | [ ]  | [ ]  |
| 2050 target | [ ]  | [x]  | [ ]  | [ ]  | [ ]  |

**Do you have any further comments on the headline targets?**

2030: target all non-electric vehicles for maximum possible replacement by electric vehicles BUT emphasise indefinitely electric car hire over car ownership. 50% reduction in car journeys in Oxfordshire by 2030; 75% by 2040. 2050 target unspecific: we need all disused rail lines to be re-opened and the completion of longer distance cycle routes serving the major commuter links into Oxford, particularly.

**LTCP Policies**

The majority of the LTCP outlines our transport policies. We have summarised all of the LTCP policies in the following sections. You can choose which sections you would like to respond to and you do not need to select a response for every policy.

You can find more detail about what is proposed by each policy and the benefits of implementing them in the draft LTCP document.

**Walking and cycling**

Encouraging more walking and cycling is central to delivering our vision for travel in Oxfordshire. Choosing to walk and cycle will improve the mental and physical health of Oxfordshire’s residents and make Oxfordshire’s streets more welcoming, safe and relaxing places.

More residents choosing to walk and cycle is also a key part of reducing the use of private cars and achieving our ambition for a zero-carbon transport network. The 'walking and cycling' chapter identifies the policies that will help us to achieve this. A summary of the policies is provided below:

**Transport user hierarchy** – The hierarchy clearly outlines the order in which we will consider different transport modes in future work and scheme design. The hierarchy places walking, cycling and riding, public and shared transport above the private car.

**Cycle and walking networks** – We will work with stakeholders such as local walking and cycling groups to develop walking and cycling networks.

**Local Cycling and Walking Infrastructure Plans (LCWIPs)** – We will identify improvements to walking and cycling infrastructure at the local level for all main urban settlements by 2025.

**Strategic Active Travel Network** – We will identify key routes for walking and cycling between key destinations or corridors and prioritise improvements to such routes.

**Greenways** – Greenways link off-road public rights of way, disused railway lines and other tracks. We will develop Greenways across the county to provide leisure commuting routes for people walking, cycling and equestrians.

**Community activation** – We will ensure that improvements to cycling and walking networks are supported by community activation measures such as cycle training.

**To what extent do you support the policies set out in the ‘Walking and Cycling’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Transport user hierarchy | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Cycle and walking networks | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Local Cycling and Walking Infrastructure Plans | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Strategic Active Travel Network | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Greenways | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Community activation | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |

**Do you have any further comments on the 'Walking and Cycling' policies?**

Use of ‘greenways’ must not prevent re-opening of disused rail lines. Physical obstacles to the re-opening of such lines will need to be addressed and not treated as ‘insurmountable.’

**Healthy place shaping**

We need to consider how we design our urban environment to make it easy and enjoyable for people to walk and cycle, including the design and connectivity of our streets. Designing streets that prioritise people over motor vehicles will create places where people feel welcome, safe and choose to walk and cycle.

We need a new approach to street design to achieve this. The ‘Healthy place shaping’ chapter outlines the policies that will support this new approach. A summary of each policy is provided below.

**Healthy Streets Approach** –The Healthy Streets Approach is a framework for making human health the central aspect of planning. We will embed the Healthy Streets Approach into the relevant guidance and decision making processes.

**Health Impact Assessment** – Health Impact Assessment screening or full assessments will be required for all major schemes or plans where potential health issues are likely to arise.

**Guidance and standards for new development** – We will embed our standards for residential developments (Appendix 2 in the LTCP) into relevant guidance and decision making processes and work with our District and City Councils to reflect them in local planning guidance.

**Low Traffic Neighbourhoods** – We will support the extension of Low Traffic Neighbourhoods (LTNs). LTNs are residential areas where through motor traffic is prevented by traffic filters, whist still allowing access for cycling and micromobility.

**20-minute neighbourhoods** – We will work with our District and City Councils to support and apply 20-minute minute neighbourhoods. This aims to provide residents with relevant goods and services within a 20 minute walk of their homes.

**School Streets** – We will work to expand and develop our School Streets programme. School Streets are a timed road closure that restricts access for motor vehicles at school drop-off and pick-up times so that children can safely walk or cycle to school.

**To what extent do you support the policies set out in the ‘Healthy Place Shaping’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Healthy Streets Approach | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Health Impact Assessment | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Guidance and standards for new development | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Low Traffic Neighbourhoods | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| 20-minute neighbourhoods | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| School Streets | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Healthy place shaping policies?**

New developments must have: pavements; covenants/agreements that new homes are car-free; minimal vehicle parking for deliveries/visitors at the exterior of developments to allow more use of space for homes, greenspace and not roads**.**

**Road safety**

Improving road safety remains a fundamental part of our LTCP. There has been a long term downward trend in reported collisions and injuries in the county. It is important that this trend is continued and minimises road danger for all users.

The ‘Road Safety’ chapter builds on our heathy place shaping proposals and seeks to minimise road danger. This will be key to achieving our vision and creating places where walking and cycling is the natural first choice. A summary of each policy is provided below.

**Road safety** – We will continue to work with partners to develop and implement measures that reduce the risk of collisions. We will have a particular focus on providing safe and attractive infrastructure for vulnerable road users.

**20mph zones** – We will work to expand 20mph zones and promote 20mph as the default limit for roads through residential areas, villages and retail areas.

**Equestrians** – We will consider the needs of equestrian users in roads and highways strategies, planning and operations.

**To what extent do you support the policies set out in the ‘Road Safety’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Road safety | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| 20mph zones | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Equestrians | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Road Safety’ policies?**

Your current Highways engineers appear to have problems designing safe junctions for cyclists. Could they be re-trained by those employed to introduce LTNs in Waltham Forest? Recent changes to the Highway code have not uniformly reached the behaviour of all vehicle users, and the County should publicise them via its websites, etc. Cycle tracks which are road space based must be marked in colour to discourage car users. Maintenance of existing cycle tracks and markings is generally poor, and is part of road safety and helping separate pedestrians and cyclists.

**Public transport**

Encouraging an increased number of public transport trips will also be an essential part of delivering our vision. Increased public transport use will help to reduce the number of private vehicle trips, which will deliver air quality improvements and also support the economy.

The 'public transport' chapter views the different ‘modes’ of walking, cycling and public transport, as part of one connected system rather than as competing modes. It is through a combination of these modes that we will increase public transport use in the county. A summary of each policy is provided below.

**Bus strategy** – This policy sets out 8 key areas our future work on buses will seek to address. This includes maintaining a comprehensive network of services and moving to a zero-emission bus fleet. It is underpinned by our Bus Service Improvement Plan.

**Community transport** – We will work with local communities, transport operators and community transport operators to develop and coordinate community transport schemes such as car clubs or community mini-buses.

**Park and Ride** – We will continue to support Park and Rides (P&R), continue work on possible new P&R sites and develop bus rapid transit proposals. In the longer term we will conduct a detailed review of P&R and establish an updated strategy.

**Rail strategy** – We will use the Oxfordshire Rail Corridor Study and Oxfordshire Connect projects to guide our approach to rail and priorities for rail investment in Oxfordshire. We will publish a separate rail strategy in 2022 to build on these.

**Air travel and connectivity** – We will support the development of public transport improvements to airports. We will also seek to support the county’s airfields and improve sustainable transport access to these.

**Multi-modal travel** – We will consider multi-modal travel as a central option for transport planning and will aim to achieve greater integration of transport modes.

**Mobility hubs** – Mobility hubs are a recognisable place where there is a range of different shared and public transport modes. We will support the development of mobility hubs in a range of locations to improve interchange opportunities.

**To what extent do you support the policies set out in the ‘Public Transport’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Bus strategy | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Community transport | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Park and Ride | [ ]  | [ ]  | [ ]  | [ ]  | [x]  |
| Rail strategy | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Air travel and connectivity | [ ]  | [ ]  | [ ]  | [ ]  | [x]  |
| Multi-modal travel | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Mobility hubs | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Public Transport’ policies?**

Bus strategy should include full conversion of the bus fleet to electric buses by 2030. However, a major problem is the cost of bus fares. We favour the re-nationalisation of buses and moving towards the abolition of bus fares to encourage bus use. Park and Ride is a traffic-generating substitution for the use of active travel, buses and trains. We want to see the conversion of flood free P&R sites into high density housing with measures to minimise car parking and vehicle access. Rail Strategy must include re-opening all disused rail lines; promoting re-nationalisation of the railways and a 50% cut in the atrociously high rail fares. Multi-modal travel/mobility hubs must forward the goal of road traffic reduction, targeting specific types of car movements eg school run; commuting by car; shopping trips which could be replaced by online shopping; supporting home working as a right for all those for whom it is a practical possibility. We note the moves towards more use of cargo bikes and e-cargo bikes, and the increase in electric delivery vehicles as trends to support/encourage. Air field capacity should be reduced. The County Council should not be encouraging air travel.

**Digital connectivity**

Reducing the need to travel will also play an important role in tackling private vehicle use and its negative impacts. Improving digital connectivity is one of the key ways in which we can reduce the need to travel.

The 'digital connectivity' chapter outlines how it can help to reduce the need to travel by providing residents with the ability to work, shop and access services such as GP appointments from home. A summary of each policy is provided below.

**Digital infrastructure** – We will improve digital connectivity in order to reduce the need to travel. This includes promoting fibre broadband connectivity for all new developments and supporting District Council work.

**5G** – We will also improve mobile connectivity to reduce the need to travel, support emerging transport technologies and improve the operation of the transport network. To do this we will work with district councils to promote proposals for the upgrading of existing or siting of new mobile infrastructure.

**Remote working** – We will work with stakeholders such as housing developers to ensure high quality internet connectivity and other necessary facilities are provided to all residents in order to support remote working.

**To what extent do you support the policies set out in the ‘Digital connectivity’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Digital infrastructure | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| 5G | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Remote working | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Digital Connectivity’ policies?**

Some employers are more resistant to home-working than others. A general campaign is needed by County and district councils to discourage this behaviour. 5G is important to improve poor telecoms infrastructure, even in urban areas.

**Environment, carbon and air quality**

Reducing carbon emissions and improving air and environmental quality across the county is essential for the health of Oxfordshire residents and addressing climate change.

As part of the LTCP we have set the target to deliver a zero-carbon Oxfordshire transport network by 2040. Whilst we are aiming for walking, cycling, public and shared transport to be the natural first choice for journeys, the 'environment, carbon and air quality' chapter recognises that cars will still be a part of Oxfordshire’s transport system.

It is therefore crucial that we encourage these to be zero-emission to contribute to our zero-carbon aspirations and improve health. A summary of each policy is provided below.

**Embodied carbon** – Embodied carbon is the carbon footprint of a material. We will assess, manage and minimise embodied and operational carbon in transport infrastructure projects.

**Clean Air and Zero Emission Zones** – We will continue to implement the Zero Emission Zone in Oxford city centre and we will investigate similar schemes for other parts of Oxfordshire.

**Zero emission vehicles** – In association with our district councils, we will integrate the Oxfordshire Electric Vehicle Infrastructure Strategy into the planning process. We will also develop a longer-term strategy and support strategies developed by our District and City councils.

**Green infrastructure** –We will embed the protection, maintenance and enhancement of Green Infrastructure (GI) into relevant guidance and decision-making. GI includes parks, public rights of way, roadside verges and street trees.

**To what extent do you support the policies set out in the ‘Environment, carbon and air quality’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Embodied carbon | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Clean Air and Zero Emission Zones | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Zero emission vehicles | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Green infrastructure | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Environment, carbon and air quality’ policies?**

There is no such thing as a Zero Emissions Zone, as vehicles have Non-Exhaust emissions. As in London, Ultra-Low Emissions Zones can be created and spread throughout towns and cities. In Oxford, more ambitious plans should extend the Ultra Low Emmissions Zone rapidly. Green infrastructure maintenance involves ensuring planning committees do not develop on green spaces. In Oxford, encroachment on green spaces is a frequent issue, causing strong public resistance; outside Oxford, little box housing developments have been supported by Governments and imposed on generally unwilling local authorities. Since the cost of such housing is excessive, only very low cost homes and keyworker housing – using the existing built environment as a first priority is actually needed.

**Network, parking and congestion management**

Oxfordshire County Council as the highway and Streetworks authority are responsible for a range of management functions. This includes working to manage congestion, highways infrastructure and on-street parking.

All of the functions in the 'network, parking and congestion management' chapter will play a role in helping to deliver our vision and encouraging the use of walking, cycling, public and shared transport.

Many of the policies in the LTCP include incentives to make alternatives to the private car more attractive. However, there may also be situations where it is necessary to actively discourage private vehicle use in some parts of the county. A summary of each policy is provided below.

**Network management** – We will continue to undertake integrated network management to tackle congestion. We will balance the needs of all users whilst promoting walking, cycling and public transport at every opportunity.

**Asset management** – To deliver a well-maintained highway network we will adopt a ‘whole life cost’ approach, we will prioritise the available funding using a risk-based approach and develop long-term programmes of work.

**Parking management** – We will ensure the parking requirements of all modes of transport are considered and will embed our parking guidance into relevant guidance. We will also take measures to reduce and restrict car parking availability.

**Parking enforcement** – We will maintain strategic partnerships with the District and City Councils to ensure a joined-up approach to enforcement and car parking management. We will also work to tackle pavement parking.

**Demand management** – Demand management measures could include traffic filters and changes to the availability of parking. Where appropriate, we will investigate demand management measures to discourage private vehicle use.

**Road schemes** – Where road schemes are required, we will adopt a ‘decide and provide’ approach. This approach decides on the preferred future and then provides the means to work towards that in a way that can accommodate uncertainty. We will also assess opportunities for traffic reduction.

**Smart infrastructure** – We will support and deploy a range of smart infrastructure. Smart Infrastructure refers to the application of digital technology to our physical assets such as roads, cameras and monitoring equipment.

**To what extent do you support the policies set out in the ‘Network, parking and congestion management’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Network management | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Asset management | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Parking management | [ ]  | [ ]  | [ ]  | [x]  | [ ]  |
| Parking enforcement | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Demand management | [ ]  | [x]  | [ ]  | [ ]  | [ ]  |
| Road schemes | [ ]  | [ ]  | [ ]  | [ ]  | [x]  |
| Smart infrastructure | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Network, parking and congestion management’ policies?**

Network and demand management are both best achieved by Electronic Road Pricing, as used since 1998 in Singapore and supported for the UK by the RAC and many transport academics given the decline in fuel duty income in future as electric vehicles become a larger proportion of all road vehicles. See our report on Electronic Road Pricing for the Oxford City Region under REPORTS at [www.catg.org.uk](http://www.catg.org.uk)

Asset management should prioritise active travel routes for creation, maintenance and upgrades. Parking management must mean a consistent reduction in overall car parking to discourage car use in favour of active travel and public transport. We particularly want to see the removal of car parks in central areas of towns and cities which generate traffic movements in the least desirable and often most polluted places. Additional Cycling parking, including double decker parking, should be added where most needed.

There is no scope for adding to the trunk road system. Induced traffic – meaning more journeys and longer ones – results from adding to road structure. Conversely, reclaiming road space for pedestrians and cyclists, and for bus lanes, can contribute to discouraging car journeys and should be a basic goal throughout the transport plan. This can, of course, be enhanced by more Low Traffic neighbourhoods.

**Innovation:**

We recognise that technology alone will not solve many of the challenges associated with transport in Oxfordshire. However, we believe technology can play a role in contributing to our ambitions and addressing some issues. It is also important to ensure our transport system is fit for the future and able to accommodate technological changes.

The ‘innovation’ chapter identifies technology which will help us to make walking, cycling, public and shared transport more attractive. A summary of each policy is provided below.

**Passenger micromobility** – Micromobility refers to a range of small, lightweight vehicles such as e-scooters and shared bicycles. We will manage, monitor and support the use of passenger micromobility.

**Shared mobility** – We will support the provision of zero-emission shared cars and car clubs, to reduce the dominance of private motor vehicles and create a more balanced transport network.

**Connected and Autonomous Vehicles (CAVs)** – CAVs are those that can operate in a mode which is not being controlled by an individual. We will embed futureproofing for CAV deployment scenarios through the Innovation Framework.

**Unmanned Aerial Vehicles (UAVs)** – UAVs are remote-controlled aircraft or small aerial devices which do not have an on-board pilot, such as drones. We will embed futureproofing for drone usage through the Innovation Framework.

**Living Lab** – A living lab is an open innovation ecosystem, which facilitates research in real-world settings. We will continue to support a living lab approach.

**Innovation Framework** – The Innovation Framework sets out a series of principles which should be applied to the integration of innovation into new development and infrastructure. We will work with our District and City councils to integrate the Innovation Framework into the planning process.

**To what extent do you support the policies set out in the ‘Innovation’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Passenger micromobility | [ ]  | [x]  | [ ]  | [ ]  | [ ]  |
| Shared mobility | [ ]  | [x]  | [ ]  | [ ]  | [ ]  |
| Connected and Autonomous Vehicles | [ ]  | [ ]  | [ ]  | [x]  | [ ]  |
| Unmanned Aerial Vehicles | [ ]  | [ ]  | [ ]  | [x]  | [ ]  |
| Living Lab | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Innovation Framework | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Innovation’ policies?**

Illegal e-scooters are in general use and enforcement seems to be limited, in part since Government cutbacks to policing remain a factor. We are concerned by the over-hyping of autonomous vehicles when reports of problems with this technology are occurring. Increases to the overall fleet of UK vehicles, as predicted by the Department for Transport, will only add to congestion and emissions. The County should not accommodate increases in traffic. The use of drones may well require national level regulation rather than local adaptation. The main technological innovations needed at present are full electrification of emergency service, utility and delivery vehicles and Electronic Road Pricing to place downward pressure on polluting vehicles and on the use of road at or above capacity usage in rush hours.

**Data**

Transport data is closely related to many of the policies in the ‘innovation’ chapter and also has close links to several other policies such as digital infrastructure.

As with innovation, transport data alone will not solve many of our issues. However, the policies in the 'data' chapter have the potential to support many of the policies outlined elsewhere. A summary of each policy is provided below.

**Data** – We will implement a consistent approach to gathering, using and sharing transport data, according to Innovation Framework guidance.

**Modelling** – We have been working in partnership with a number of organisations to create a new countywide transport model, the Oxfordshire Mobility Model (OMM). We will promote the use of the OMM for both developers and planners as the first option and will continue to develop the OMM.

**Monitoring** – We will work towards creating a monitoring and evaluation methodology and tools which combine datasets and can be consistently applied to monitoring development, schemes and infrastructure.

**To what extent do you support the policies set out in the ‘Data’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Data | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Modelling | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Monitoring | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Data’ policies?**

No.

**Freight and logistics**

The movement of goods is essential to supporting the economy and many aspects of our lives. However, there a number of complex challenges surrounding the freight system, particularly at the local level.

We have included policies addressing these issues in the 'freight and logistics' chapter of the LTCP. More detailed information can be found in the Freight and Logistics Strategy which has been published alongside the LTCP. A summary of the LTCP policies is provided below.

**Freight and Logistics Strategy** – We will develop and deliver a Freight and Logistics Strategy.

**Freight Consolidation** – Freight consolidation centres receive multiple small deliveries and convert them into fewer deliveries. We will work with partners to review and explore the potential for freight consolidation centres.

**Cycle Freight** – We will promote cycle freight to support a shift from motorised transport to bicycles. In order to achieve this, we will work with partners to share knowledge and investigate opportunities related to cycle freight.

**To what extent do you support the policies set out in the ‘Freight and logistics’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Freight and Logistics Strategy | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Freight Consolidation | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Cycle Freight | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Freight and logistics’ policies?**

Conversion to electric vehicles is a primary need for freight movements. We want to see more use of waterways for freight, considered use of lay bys for freight consolidation and transfers to cycle freight. We oppose further consumption of the landscape by warehousing to accommodate freight movements: we want to see better use of existing sites of this nature to maintain a strong downward pressure on more use of greenfield sites.

**Regional connectivity and cross-boundary working**

The 'regional connectivity' chapter considers working with our cross-boundary partners such as neighbouring local authorities. Transport is not confined by county boundaries and we recognise that residents travel to surrounding counties for work and leisure.

Working with partners beyond Oxfordshire’s boundaries will help to improve travel choices and journey experiences for these residents. It is important that we consider how we work with these partners to deliver improvements that support our vision. A summary of our policy is provided below.

**Regional connectivity and cross-boundary working** – We will continue to work collaboratively with sub-national transport bodies, neighbouring local authorities, and other local stakeholders on cross-boundary issues. We will also seek to influence regional work being led by Network Rail and National Highways.

**To what extent do you support the policy set out in the ‘Regional connectivity and cross-boundary working’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Regional connectivity and cross-boundary working | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Regional connectivity and cross-boundary working’ policy?**

Rail, waterway and e-cargo bike use need to be favoured to prevent further expansion of the overall fleet of vehicles in the UK.

**Local connectivity:**

Local connectivity is a key aspect of many residents’ everyday lives. The ease of journeys, choices available and experience of travelling all affect health, wellbeing and equality in the county.

The policies outlined in the 'local connectivity' chapter aim to address these issues and improve local connectivity, whilst creating a healthier and more attractive Oxfordshire. A summary of each policy is provided below.

**Area transport strategies** – We will produce area transport strategies that align with the LTCP vision and translate the LTCP policies into schemes. Strategies will be developed for the areas outlined in LTCP Policy 91.

**Transport corridor strategies** – We will produce transport corridor strategies that align with the LTCP vision and translate the LTCP policies into schemes. Strategies will be developed for the A40, A420, A41, A44 and M40/A34.

**Rural journeys** – We will work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that improve connectivity, accessibility, and contribute to delivering our transport vision.

**To what extent do you support the policies set out in the ‘Local connectivity’ chapter?**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Policy | Strongly support | Partially support | Neither support nor oppose | Partially oppose | Strongly oppose |
| Area transport strategies | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |
| Transport corridor strategies | [x]  | [ ]  | [ ]  | [ ]  | [ ]  |
| Rural journeys | [ ]  | [ ]  | [x]  | [ ]  | [ ]  |

**Do you have any further comments on the ‘Local connectivity’ policies?**

We favour re-nationalisation of the buses and a free fares system to maximise use of buses for local and commuting journeys. Long distance walking and cycling routes should be a major spending feature of these proposals, to increase frequency of journeys using sustainable modes.

**Active and Healthy Travel Strategy**

This section of the questionnaire focusses on the Active and Healthy Travel Strategy (AHTS), one of 3 key strategy documents that support the LTCP. It provides more detail about walking and cycling, setting out the council’s policies, plans, actions and targets for the next 10 years to make active travel the natural first choice for its residents for short journeys.

We recommend you read the draft AHTS before completing this section of the questionnaire.

**Do you have any comments on the AHTS?**

Active Travel has to prioritised in spending above other transport budget heads. Since the County Council has indicated that the Climate Emergency is its top priority, this follows automatically. We strongly support Low Traffic Towns and Cities on Climate, health, noise and infrastructure spending grounds. New trunk road building must be stopped as a source of new and longer journeys.

**Innovation Framework**

This section of the questionnaire focusses on the Innovation Framework, one of 3 key supporting documents to the Local Transport and Connectivity Plan (LTCP). The Innovation Framework sets out guidance on how to consider innovation within planning and development.

We recommend you read the draft Innovation Framework before completing this section of the questionnaire.

**Do you have any comments on the Innovation Framework?**

This is too general, which does not allow assessment of whether specific types of innovations may or may not be sustainable. As above, if the County is serious about its commitment to the Climate Emergency, then sustainability-tested innovation needs to be the goal.

**Freight and Logistics Strategy**

This section of the questionnaire focusses on the Freight and Logistics Strategy, one of 3 key strategy documents that support the Local Transport and Connectivity Plan (LTCP). It addresses some of the challenges associated with the movement of goods and includes more detail about the proposed actions required to deliver our aspirations for the movement of goods in Oxfordshire.

We recommend you read the draft Freight and Logistics Strategy before completing this section of the questionnaire.

**Do you have any comments on the Freight and Logistics Strategy?**

Conversion to electric vehicles is a primary need for freight movements. We want to see more use of waterways for freight, considered use of lay bys for freight consolidation and transfers to cycle freight. We oppose further consumption of the landscape by warehousing to accommodate freight movements: we want to see better use of existing sites of this nature to maintain a strong downward pressure on more use of greenfield sites.

**Integrated Sustainability Appraisal**

The LTCP has undergone a series of health, environmental and equalities assessments. These are to ensure that the approach protects the environment, human health and allows equal access for all residents.

The assessments are combined as part of an Integrated Sustainability Appraisal (ISA). There is also a non-technical ISA document which has been published alongside the LTCP.

The assessments conducted include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA).

**Do you have any comments on the Integrated Sustainability Appraisal?**

A general comment is the matter of urgency. Neither the Climate Emergency nor inter-connected ecological emergencies are attracting the resources or level of priority needed in local and national government policy at present. None of Oxfordshire’s local councils have developed Adaptation Plans so far: our report on Adaptation can help with that. With regard to Integrated Sustainability Appraisal: extract from our Adaptation to Climate Change for Oxford (see under REPORTS at [www.catg.org.uk](http://www.catg.org.uk) ):

“Oxford breached its 1932 record temperature in 2019, hitting 36.3 degrees C.[[1]](#footnote-1) Some years since 2000 have been showing much higher temperatures than the records obtained since 1815.[[2]](#footnote-2) To be precise, Oxford has already passed the 1.5 degrees C warming threshold and seven of the City’s hottest 10 years have occurred since 2000.[[3]](#footnote-3) However, records do not necessarily show the localised impact of reflected heat in a City which has almost no green walls or roofs, and no fountains, in its built up urban centre. Oxfordshire’s carbon dioxide emissions did drop by 3.3% in 2019,[[4]](#footnote-4) but this does not include aviation, shipping or the embedded carbon dioxide emissions of imports.

“The City Council under-states the UK’s and therefore Oxford’s role in the Climate Emergency in its *Carbon Reduction* paper. The UK is not just responsible for 1.1% of global emissions. It is also responsible for the emissions from civil aviation, shipping which serve Oxford and the embedded emissions of imports brought into Oxford. It has been estimated that half of the UK’s carbon footprint relates to goods made abroad.[[5]](#footnote-5) This means that UK carbon emissions were flat rather than reducing 1997-2015.[[6]](#footnote-6) So Oxford should do what the Government did in 2019, make sure that its Net Zero targets include aviation and shipping,[[7]](#footnote-7) and if the Council is serious – embedded carbon of imports too. Is the City’s transport share of emissions just 17%[[8]](#footnote-8) or do flying, air freight, shipping, embedded carbon of imports such as foodstuffs, all contribute to making it a lot more? About 70% of flights are being taken by just 15% of the population,[[9]](#footnote-9) so we must question this elite form of carbon emissions and reduce it as much as possible by actions within Oxford’s institutions. This should be put into the context of the Government’s Net Zero Strategy up to 2030. This would require cutting annual car mileage by 20%; cutting annual mileage of trucks by nearly half; re-opening 350 miles of rail track; electrifying half of the remaining rail system which remains without electric power; cutting rail fares and increasing fuel duties; international taxation on aviation and shipping.[[10]](#footnote-10) The Government has committed itself to a 78% cut in aviation and shipping emissions by 2035.[[11]](#footnote-11) It remains to be seen what measures it will take to achieve these objectives.”

**About You**

We are keen to understand more about the people responding to this consultation. If you do not want to provide any of this information, please select prefer not to say.

**Please say whether you are....**

(Choose any one option)

[ ]  an Oxfordshire resident

[ ]  a member of the public living elsewhere who travels to Oxfordshire

[ ]  a parish meeting representative, parish councillor or town councillor

[ ]  a county council employee

[ ]  a county councillor

[ ]  a district or city councillor

[x]  a representative of a group or organisation

[ ]  a representative of a business

[ ]  Prefer not to say

[ ]  Other (please provide details)

**If you are responding as a councillor, please provide your name and the area(s) you represent**

**If you are responding as a representative of a business, group or organisation, please provide your role and the name of the business, group or organisation**

**COWLEY AREA TRANSPORT GROUP –** [**www.catg.org.uk**](http://www.catg.org.uk)

**If you live in Oxfordshire which district do you live in?**

**(Choose any one option)**

[ ]  Cherwell

[ ]  South Oxfordshire

[ ]  Vale of White Horse

[ ]  West Oxfordshire

[x]  Oxford City

**If you live outside of Oxfordshire please enter where you live in the box below**

**What is your postcode?**

Please provide the first four or five digits of your postcode (not the letters at the end). e.g. OX1 1 or OX14 5

**What is your age?**

**(Choose any one option)**

[ ]  Under 16

[ ]  16-24

[ ]  25-34

[ ]  35-44

[ ]  45-54

[ ]  55-64

[x]  65-74

[ ]  75-84

[ ]  Over 85

[ ]  Prefer not to say

**Are you...?**

**(Choose any one option)**

[ ]  Female

[x]  Male

[ ]  Other

[ ]  Prefer not to say

**What is your ethnic group?**

**(Choose any one option)**

[ ]  Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)

[ ]  Black or Black British (Caribbean, African, or any other Black background)

[ ]  Chinese

[ ]  Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)

[x]  White (British, Irish, Scottish or any other white background)

[ ]  Prefer not to say

[ ]  Other ethnic group (please specify)

**Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?**

**(Choose any one option)**

[ ]  Yes - limited a lot

[ ]  Yes - limited a little

[x]  No

[ ]  Prefer not to say

**How did you find out about this consultation?**

**(Please tick all that apply) (Choose all that apply)**

[ ]  Facebook

[ ]  Twitter

[ ]  Instagram

[ ]  LinkedIn

[ ]  Oxfordshire.gov.uk website

[x]  Email from Oxfordshire county council

[ ]  Local news item (newspaper, online, radio, tv)

[ ]  Oxfordshire county councillor

[ ]  Parish or town council

[ ]  Local community group/organisation

[ ]  Friend/relative

[ ]  Other

If other, please provide details

**Your data**

Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report. If you would like to know more about the council’s data protection registration or to view Oxfordshire County Council’s privacy notice please visit our website: www.oxfordshire.gov.uk - search privacy notice.

Thank you for taking the time to answer these questions.

**Please return your completed survey to:**

LTCP5@oxfordshire.gov.uk

**Or**

LTCP CONSULTATION

FREEPOST

OXFORDSHIRE COUNTY COUNCIL

(No further address details required)

1. <https://www.oxfordmail.co.uk/news/17796922.oxford-smashes-record-hottest-ever-day-36-5c/> [↑](#footnote-ref-1)
2. See summary: <https://www.geog.ox.ac.uk/research/climate/rms/summary.html> [↑](#footnote-ref-2)
3. <https://www.oxfordmail.co.uk/news/17618597.oxford-average-temperature-rises-1-5c-hot-years-increase/> [↑](#footnote-ref-3)
4. Oxford Mail, 8th July 2021. [↑](#footnote-ref-4)
5. <https://www.theguardian.com/environment/2020/apr/16/britain-climate-efforts-undermined-failure-imports-carbon> [↑](#footnote-ref-5)
6. <https://www.theguardian.com/environment/2020/apr/16/britain-climate-efforts-undermined-failure-imports-carbon> [↑](#footnote-ref-6)
7. <https://www.carbonbrief.org/in-depth-qa-the-uk-becomes-first-major-economy-to-set-net-zero-climate-goal> [↑](#footnote-ref-7)
8. From City’s Carbon Reduction paper, p.7. [↑](#footnote-ref-8)
9. Campaign Against Climate Change – *Climate Jobs: building a workforce for the climate emergency,* 2021: <https://www.cacctu.org.uk/climatejobs> p.52 [↑](#footnote-ref-9)
10. Stevenson, S, Horton, P, and Allwood, J M – *Minus 45: delivering the UK government’s pledge to COP26: Cutting UK emissions by 45% from 2018-2030,* 2021, UK Fires: Engineering and Physical Sciences Research Council: <https://www.repository.cam.ac.uk/handle/1810/329709>pp1-3. [↑](#footnote-ref-10)
11. Stevenson et al, 2021, p.4. [↑](#footnote-ref-11)