

## 1. Consultation overview and main issues raised

The final stage of consultation on 'Connecting Oxfordshire', our draft Local Transport Plan (LTP), closed on 2 April 2015. We invited comments on the draft plan via an online questionnaire and provided an email contact for interested parties to submit letters and other documents. Staff also attended a number of meetings with County and District councillors, transport operators and other interested groups to explain the proposals and receive comments.

### Responses received

We have received 280 responses via the questionnaire. Most respondents chose to address only a few questions of interest to them; few questionnaires were completed in full. We received other respondents via 202 documents and 135 emails, again mostly addressing only a few areas of the consultation. We have used these responses, as well as our analysis of the feedback which staff received at meetings, to generate this consultation review.

#### *Type of respondent*

- *Questionnaire*

Of those who chose to answer this question on the online questionnaire, 82% of respondents said that they were answering in their capacity as an individual member of the public; 10% as representatives of a group or organisation; 6% as councillors (whether of a parish, town, district or County); and 1% gave their role as 'other'.

- *Written documents*

Responses received via written document (either via the post or uploaded onto the website) were also predominantly from individuals, although we received a good number of responses from interest groups, parish or town councils and businesses. The interest group category is however a broad one, including countywide groups such as the Oxfordshire Cycling Network and local groups such as the Banbury Civic Society or Headington Transport Group. Letters commenting on the Oxford Transport Strategy (OTS) were dominant, to the extent that figure 1 separates the comments exclusively on Oxford from those on the rest of the Connecting Oxfordshire LTP4. Of the 61 documents from individuals on the OTS, 36 were exclusively in opposition to the Bus Rapid Transit (BRT) Line 3 alternative route across the Lye Valley.

- *Emails received*

Most of the emails received were also from individuals regarding issues in Oxford, along with some emails from businesses.

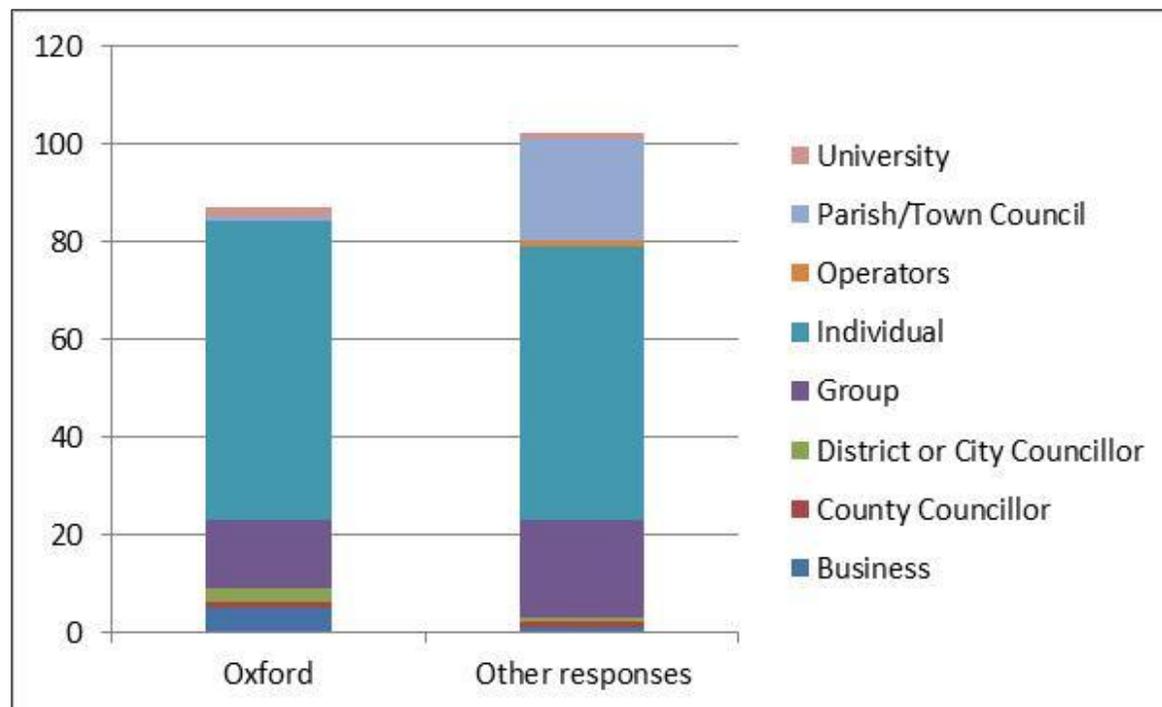


Figure 1: Number of written documents received, broken down by type of respondent (excluding district and City council responses, considered below)

### Geographic spread

- *Questionnaire*

In the online questionnaire, most responses came from Oxford City postcodes, although there was a substantial response from the Science Vale area (postcodes OX12, OX13 and OX14).

- *Written documents*

By far the largest number of written responses or emails came from Oxford and primarily addressed issues within the OTS. 89 written responses were received, of which 39 were sent to express opposition to the alternative BRT route 3 through the Lye Valley. Of the other area strategies, Banbury received four written responses, Bicester received five, Witney received two and Carterton no responses. Five written responses were received from Chipping Norton expressing opposition to there being no area strategy for Chipping Norton. We also received a number of emails and written responses in support of a cycle lane along the B4044 between Eynsham and Botley.

*Responses from District and City Councils – main issues*

- *Cherwell*
  - Non-inclusion of local / area strategies from LTP3, including Kidlington. Strategies need to be better linked. Concern over OTS and Science Transit and suggestion they should be relegated to background documents
  - Document too 'southern centric'
  - Impact of Park & Ride (P&R) strategy in the Green Belt
  - No clear direction for rural strategy or Neighbourhood Plans
  - No reference to South East Midlands Local Enterprise Partnership (SEMLEP) or opportunities which this may provide
  - Information on Banbury and Bicester peripheral routes insufficient to lead to final options as part of LTP adoption
  
- *West Oxfordshire:*
  - Private car will remain the primary transport in west Oxfordshire and so quality road infrastructure will continue to be needed.
  - Development and transport improvements should be progressed together, but developer funding alone is unlikely to fund transport improvements necessary.
  - Seeks improved parking and ticketing on Cotswold Line, with improved local bus connections, especially to Long Hanborough. Rural public transport services must be retained.
  - There is an urgent need for a feasibility study to deal with freight management and clear actions must be outlined as part of the freight strategy.
  - There is a lack of emphasis on carbon emissions and air pollution in the policy document.
  - Support WIT1, WIT2 and WIT3. WIT4 – concerns about the likelihood of local bus service frequency increasing. WIT6 – requests recognition of the role of a park and ride at Witney. Support all measures for Carterton.
  - Concerned that there is no mention of the A40 cycle lane and would like a cycle route from the B4044 toll bridge to Botley.

- *South and Vale (combined response):*
  - Wants more detail on options for the A34.
  - Concerned at the lack of area strategies for towns outside of Science Vale.
  - Concerned about the impact of the OTS on traffic through the surrounding districts. Concerned about the impact of P&R changes and bus route alterations in Oxford on residents of South and Vale.
  - Abingdon should be given more attention in the strategy, given the changes necessary through its Air Quality Action Plan.
  - Early delivery of PT needed, noting that Science Vale area has greater bus usage than the other areas shown in the bus strategy graphs. Eager to discuss testing driverless vehicles.
  - Oxfordshire must develop and adopt a best practice cycle standard.
  
- *Oxford City*
  - Broadly supports the BRT proposal for Oxford but says that BRT should be developed as the first stage of a longer-term strategy to grow demand and move towards higher-density forms of mass transit, such as trams.
  - Does not believe that the frequencies proposed for BRT services are sufficient to offer a 'turn up and go' service for passengers.
  - Suggests the introduction of 'sustainable transport corridors' in the city to provide better space for buses, cycling and walking, although access to homes, businesses and car parks would need to be considered.
  - Opposes moving P&R sites further away from the city, especially if this results in the closure of existing sites.
  - Strongly opposes transit tunnels in the centre of Oxford.
  - The OTS should include a more ambitious package of measures to encourage cycling, drawn from European best practice, introducing a modal hierarchy with walking and cycling at its peak.
  - Welcomes the use of a Workplace Parking Levy but does not support road user charging.

Main issues raised by the comments

These are the most frequent issues raised during the consultation:

Issue raised	County Council's position	Proposed action / change in LTP4
Opposition to Lye Valley alternative route for Bus Rapid Transit (BRT) 3 concern about wider BRT effectiveness	Clarification that the route shown is only indicative. A decision on the precise route for BRT 3 will be made during the detailed development of the route, following consultation with those affected.	Mapping to be made clearer. Include a more accessible explanation of the advantages and wider benefits of BRT schemes, incorporating relevant case studies from elsewhere.
There should be more area strategies, as there were in LTP3, for example Chipping Norton and Henley. These are needed to guide responses to local plans and developer applications and to provide momentum behind measures such as reducing the number of HGVs in the town.	We are prioritising area strategies in locations that will provide the most housing and employment growth in line with the Strategic Economic Plan. The County Council's position towards development in locations without an area strategy should be based on the Policy document and mode strategies and future route strategies	The LTP4 executive summary will explain in detail how the LTP as a whole provides guidance for development across Oxfordshire. The Policy document and Freight documents will be strengthened and clearer in their relevance and influence for land use planning.
Insufficient transport capacity now at Grove / Wantage and the planned town expansion will worsen the situation. The A417 is at capacity and the public transport is inadequate to reach local employment, local and district centres.	The Science Vale Cycle Strategy is providing cycle connections in the area. The area strategy contains a strategy for the A417. In the long-term we have aspirations for a Grove/Wantage rail station.	Potential and timing for Grove / Wantage station to be more clearly set out in the context of our updated rail strategy and proposed rail industry study work on this corridor/.
The A420 is too congested and cannot accommodate any more growth. Bus stops on the route are inaccessible and it is dangerous for cycles to use/cross the road. Traffic from the A420 diverts along local roads, e.g. Faringdon.	We are developing a A420 route strategy and are working with the bus operators to improve the service and make stops more accessible, including providing cycle parking and drop-off facilities where justifiable.	A420 strategy to be updated

<p>A number of important roads across Oxfordshire are becoming too congested and dangerous.</p>	<p>We propose to develop route strategies for main roads. These are likely to include the A44, A361, A4130 and A4074.</p>	<p>Programme of route strategies to be developed</p>
<p>Oxfordshire should increase the level of cycling in the county, by improving the infrastructure in Oxford and by improving infrastructure and publicising the benefits to travellers in rural parts of the county. OCC should appoint a Cycling Champion on the Council and appoint a dedicated cycling development team.</p>	<p>Budgets for transport are limited, but nonetheless we have committed to increase spending on cycling in the coming years.</p>	<p>OCC will work together with the Oxfordshire Cycling Network to develop new, innovative and cost-effective ways of improving cycling provision, based on relevant international best practice.</p>
<p>Plans to relocate Oxford's Park and Ride sites to new locations in the Green Belt, for example Lodge Hill, should be abandoned. Existing P&amp;Rs should be retained and have cycling facilities added and 'link and ride' should be provided on existing premium bus routes.</p>	<p>We are commissioning a study to look at the best options for the long-term future of P&amp;R in Oxfordshire and how this will be developed alongside reconsideration of the role of existing sites</p>	<p>Park &amp; Ride text to be made clearer in relation to existing sites and how this strategy will be taken forward</p>
<p>Transport on the Knowledge Spine during the Strategic Economic Plan relies on the A34. The A34 will not be able to cope with the extra traffic from the new dwellings and jobs. The Highways Agency</p>	<p>Upgrades are currently underway on the A34 and more substantial improvements to the route are being investigated as part of the Oxford–Cambridge Expressway project. We are planning substantial improvements in rail and bus services providing links between destinations on the Knowledge Spine, to limit traffic growth during the plan period by encouraging public transport use.</p>	<p>Plan to be updated with reference to Highways England proposals for Oxford to Cambridge route study and their planned schemes for Botley and Peartree interchanges.</p>
<p>Cross-boundary links into Oxfordshire are not adequately reflected in LTP4.</p>	<p>Recent developments on Tri-Counties to be included, plus enhanced rail access to Heathrow and Gatwick</p>	<p>Add sections about cross-boundary links, in particularly access to Heathrow, Warwickshire Northamptonshire, Swindon and Berkshire and other key locations</p>

<p>Infrastructure requirements generally, including specific schemes identified.</p>	<p>Infrastructure needs to be justified and substantially funded by growth. Need to be clear that we are making best use of existing and planned infrastructure</p>	<p>Development of new Oxfordshire Infrastructure Delivery Plan to be referenced</p>
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**2. Comments on the overall strategy and policy approach**

We received a number of comments about the overall approach to LTP4, its structure and focus:

<p><b>Issue raised</b></p>	<p><b>County Council's position</b></p>	<p><b>Proposed action / change in LTP4</b></p>
<p>There should be more area strategies, as there were in LTP3, for example Chipping Norton and Henley. These are needed to guide responses to local plans and developer applications and to provide momentum behind measures such as reducing the number of HGVs in the town.</p> <p>Insufficient attention is given to residents and businesses in rural areas of the county, in particular the south-east.</p>	<p>We are prioritising area strategies in locations that will provide the most housing and employment growth in line with the Strategic Economic Plan. The County Council's position towards development in locations without an area strategy should be based on the Policy Document and mode strategies and future route strategies</p>	<p>The executive summary will explain in detail how the LTP as a whole provides guidance for development across Oxfordshire. The Policy document and Freight documents will be strengthened and clearer in their relevance and influence for land use planning and better articulate how rural areas can benefit from LTP4.</p>
<p>LTP4 needs to consider the requirements of disabled and the growing number of elderly travellers in its policy and strategies. This should include more satellite parking throughout the city for blue badge holders and ensuring that public transport is accessible for the visually impaired, mobility impaired, those with learning difficulties and others.</p>	<p>Oxfordshire County Council will ensure that the transport infrastructure for which we are responsible meets the requirements of the Equality Act 2010 and we will work with our partners to assist them in meeting the legal requirements.</p>	<p>We will review the policy document and ensure that we articulate our commitment to equality clearly.</p>

<p>The study takes little or no account of cross-boundary movements nor access to Heathrow and Gatwick, nor does it make any proposals in respect of these.</p>	<p>Recent developments on Tri-Counties to be included, plus access to Heathrow and Gatwick</p>	<p>Add sections about cross-boundary links, in particularly access to Heathrow, Warwickshire Northamptonshire, Swindon and Berkshire and other key locations</p>
<p>LTP4 and the Strategic Economic Plan seem very reliant on the provision of new capacity on the A34, which is currently at capacity.</p>	<p>Our Science Transit strategy sets out how we plan to provide sufficient capacity through a combination of increased, faster rail and bus services, increased agile working, lift sharing and other measures developed as part of the initiative.</p>	<p>Set out how we are working with Government and Highways England on short/long-term measures for the A34, development of the Oxford-Cambridge Expressway, and with rail industry partners to enhance the parallel rail route, to take freight and passenger journeys off the road.</p>
<p>OCC needs to be better at taking advantage of Section 106 and Community Infrastructure Levy opportunities.</p>	<p>To work with District Council to get the best outcome in new developments, both in terms of finance and design.</p>	<p>Use LTP4 to clearly articulate our priorities in seeking contributions and in giving comments on applications.</p>