

# STADHAMPTON PARISH COUNCIL

## Minutes of the Meeting held at 7.30pm on Monday 8<sup>th</sup> March 2021 on a Zoom Video Conference Call

<b>Attendees</b>	Cllr. Stephen Dawson (SD) – Chairman, Cllr Stuart Wells (SW) - (Vice Chairman), Cllr. Robert Campbell (RC), Cllr. Neil Fitzgerald (NF), Cllr. Catherine Odell (CO), Cllr. Doug Struthers (DS) – (part of meeting to 34/21) Cllr. County Councillor Lorraine Lindsay-Gale (part of meeting to 30/21) District Councillor Caroline Newton (part of meeting to 30/21) Harry Davis - OCC HIF1 (part of meeting to 26/21) Aron Wisdom - OCC HIF1(part of meeting to 26/21) Jason Sherwood - OCC Growth Manager South and Vale (part of meeting to 26/21) Michael Pawley (Clerk) 4 members of the public
<b>Apologies</b>	None

Ref	Item	Notes	Action
24/21	Welcome by the Chairman	It was agreed that with time constraints for various attendees the order of items on the agenda could be changed to suit	For info
25/21	To note the Virtual Meeting Procedures agreed at the meeting on 5th May 2020	The Chairman drew attendees' attention to the agreed Virtual Meeting Procedures	For info
26/21	Presentation by Harry Davis (Senior Transport Planner, South & Vale) and Jason Sherwood (Growth Manager) from Oxfordshire County Council on local highways implications of the Housing Infrastructure Fund awards (HIF1/HIF2) and the proposed Chalgrove development	A presentation was given including a Q&A session– the notes and a link to accompanying material are attached at Appendix 1.	For info
27/21	Apologies for absence	No apologies had been received	For info
28/21	To record declarations of interest from members and officers regarding items on the agenda	No declarations were made	For info
29/21	To receive a report from South Oxfordshire District Councillor Caroline Newton	<p>Cllr Newton presented a brief report in particular noting the receipt of an objection from the CAA to the proposed Chalgrove scheme.</p> <p>Discussions are ongoing regarding the production of a shared Local Plan between Vale of White Horse and SODC in the next round and Cllr Newton commented on the work of the Local Nature Partnership and Electric Vehicle charger initiatives across the SODC area.</p> <p>Cllr Newton advised that she had agreed the ward of a grant to the Council towards the cost of installing a community defibrillator in Chiselhampton. Thanks were expressed to Cllr Newton for her support.</p>	For info
30/21	To receive a report from Oxfordshire County Councillor Lorraine Lindsay-Gale	A report and an update had been previously circulated (Appendix 2) and Cllr Lindsay-Gale highlighted relevant issues from the report	For info
31/21	Open Forum	No items were raised	For info
32/21	To approve the minutes of the meeting held on Monday 11th January 2021	The minutes of the meeting held on Monday 11 <sup>th</sup> January 2021 were <b>AGREED</b> by the Councillors who had been present, approved and signed by the Chairman.	For info
33/21	To consider Grant Applications for 2021/22 – Budget £2000: • Chalgrove and Watlington First Steps Family Hub £1000 • Stadhampton Primary School £1500	After discussion and questions to the representatives of the respective organisations it was <b>AGREED</b> to award pro-rata grants of 80% of the amounts requested for the Financial Year 2021/22 as follows:  • Chalgrove and Watlington First Steps Family Hub £800 • Stadhampton Primary School £1200	CLERK

34/21	To receive a update in respect of PAGE including recent request for funding	<p>Cllr Struthers reported that no meetings had been held pending information and no developments were anticipated in the near future</p> <p>It was noted that there was no provision in the 20/21 or 21/22 budget for financial contributions to PAGE and that it had been previously agreed that if a contribution was required for PAGE 2020 during the 2021/22 year then if agreed at the time this would need to be met from reserves.</p>	For info
35/21	To receive updates on items from previous meetings not covered elsewhere on the agenda	<p><b>Minute 7/21 i - Allotments;</b> to note that the Land Registry application in respect of Allotment 13 has been complete and to receive a verbal update on the remaining actions to create new allotments; to note that allotments 9 and 17 have been cleared.</p> <p>The update was <b>NOTED</b> and the Clerk advised that he and Cllr Wells had attended a meeting to agree the line of separation between Church Farm House and what will be the new Allotment 13. The Clerk is chasing the solicitors to get the Transfer Deed completed and it was intended to carry out work onsite to create new allotments once the new boundary wall had been built</p> <p><b>Minute 7/21 ii - Lucerne Drive;</b> to note an independent consultant has been requested to provide advice regarding the trees</p> <p>This was <b>NOTED</b></p> <p><b>Minute 7/21 iv – Pavilion</b> to note that the Community Payback Group have agreed to carry out works to level and clear the Pavilion Car Park as well as other works to generally improve the environment surrounding the Pavilion and The Limes. Work will proceed after lockdown restrictions are lifted</p> <p>This was <b>NOTED</b></p> <p><b>Minute 7/21 v – D'Oyleys Pond;</b> to note that a contractor has been appointed to carry out the works and a start date is awaited</p> <p>This was <b>NOTED</b></p> <p><b>Minute 7/21 vi – Village Green Survey;</b> to note that the survey will be sent out with the April Village Voice</p> <p>This was <b>NOTED</b></p> <p><b>Minute 7/21 vii – Village Green Byelaws;</b> to note that comments are still awaited from councillors on the draft so that the process can move ahead</p> <p>The draft Byelaws were <b>AGREED</b> and the Clerk will now initiate the process of consultation and assessment</p> <p><b>Minute 7/21 viii – Chiselhampton Bus Shelter;</b> to note that the agreed works should proceed shortly. Cllr Dawson advised that he may need to revert to the Council regarding replacement of the bench in the bus shelter</p> <p>This was <b>NOTED</b></p> <p><b>Minute 7/21 ix – Defibrillator;</b> to note an application was made to the SODC Councillor Grant Scheme 2020/21 for the balance of the funds required. A decision is awaited.</p> <p>The announcement earlier in the meeting that the grant had been awarded was welcomed and it was <b>AGREED</b> to progress with this project</p> <p><b>Minute 7/21 x – Crown PH;</b> to receive an update on the application to include the building on the Register of Community Assets</p> <p>Cllr Wells advised that this was still being investigated and there had been a recent announcement in the 2021 Budget regarding a matching fund – the terms of this fund were still unclear so it was felt that no further action should be taken in terms of an application at this time. Cllr Wells would continue to monitor this</p> <p><b>Minute 21/21 i – damage to Village Green;</b> to receive an update on discussions with the Oxfordshire Animal Sanctuary</p> <p>The Clerk advised that he had held positive discussions with the manager of the Animal Sanctuary and changes to vehicular access had been agreed/requested</p>	<p>For info</p> <p>For info</p> <p>For info</p> <p>For info</p> <p>For info</p> <p>Clerk</p> <p>For info</p> <p>Clerk</p> <p>SW</p>

		<p>from suppliers and contractors. The Clerk would be working with the Council's contractor to reinstate the eroded land around the entrance</p> <p><b>to discuss any further measures required to prevent vehicle damage across the extent of the Village Green</b></p> <p>The issues raised by Cllr Struthers were discussed – it had been previously agreed that once new Byelaws were in place signage would be put at certain strategic points to discourage parking but given that the Green was a facility available for recreation the fact of parking was both inevitable and to an extent desirable given that we wanted the Play Area facility to be used. The general consensus was also that parking on the Green was something that the Council didn't have the resources to act on consistently. The Play Area provided a valuable community asset which the Council intended to expand and enhance so to take action against cars parking nearby seemed counter-productive. It was <b>AGREED</b> to maintain the status quo</p> <p><b>Minute 21/21 ii – rights of access;</b> to note that research on existing rights of access in Copson Lane is ongoing and that a report will be presented at a future meeting</p> <p>This was <b>NOTED</b></p> <p><b>Minute 21/21 iv – Farm Shop;</b> to receive an update on the potential loss of the Farm Shop (the February planning meeting having been cancelled)</p> <p>Cllr Campbell gave a brief update although it was noted that the planning application had been refused and a full planning application would be required to convert the existing shop to a dwellinghouse</p>	<p><b>Clerk</b></p> <p><b>For info</b></p> <p><b>For info</b></p> <p><b>For info</b></p>
36/21	<b>To receive a report on recently decided and current Planning Matters including a report on responses made to SODC since the last meeting</b>	The report had been previously circulated (Appendix 3). It was noted that the appeal against refusal on P19/S2305/RM Land off Cat Lane Stadhampton had been dismissed	<b>For info</b>
37/21	<b>To receive an update in respect of the following Planning Matters</b>	<p><b>Enforcement action P16/S2987/FUL</b> Watlings Paddock Watlington Road Stadhampton OX44 7UQ</p> <p>The Clerk gave an update on developments at the site. The Planning Enforcement team had visited the site again and served a notice of breach on the occupiers with a deadline of 10 April to comply. The Clerk would maintain contact with Enforcement throughout the process</p>	<b>Clerk</b>
38/21	<b>To consider the following Planning Applications</b>	<p><b>P21/S0789/AG</b> <b>Newells Farm Newells Lane Stadhampton OX44 7XJ</b> Formation of farm track. The application was discussed and it was <b>AGREED</b> that given the limited nature of the consultation at this stage Cllr Wells would draft an objection to the application citing the risk of increased flooding and leading to possible infill/urbanisation as well as questioning the need for an additional hard surface track given that it is intended for agricultural vehicles</p> <p><b>P21/S0606/HH</b> <b>Belchers Farm Ascott OX44 7UH</b> A small single storey extension to the existing house to create an Orangery.  The application was discussed and it was <b>AGREED</b> that a response of No Objections should be submitted</p> <p><b>P21/S0584/FUL</b> <b>Newington Nurseries Newington OX10 7AW</b> Erection of 21 dwellings, including affordable housing, together with access, parking, landscaping, amenity space and related infrastructure and drainage works (amendment to planning permission P16/S3988/O and P19/S1554/RM)  The application was discussed and given the objections submitted by the Council in response to previous applications on this site it was <b>AGREED</b> that a response of No Objections should be submitted with a comment that the width of the path connecting the development to the village should be adequate and a condition of any planning permission that may be granted</p>	<p><b>SW</b></p> <p><b>Clerk</b></p> <p><b>Clerk</b></p>
39/21	<b>To consider and agree responses to any Planning Applications</b>	There were none	

	received after the date of the Notice of Meeting		
40/21	To receive updates from the Council's Working Groups on progress since the January meeting	<p><b>Climate Change &amp; Village Green</b> Cllr Odell reported that 130 trees had now been planted on the former allotment land at the end of Copson Lane. A walk round the Green is planned with a representative from TOE (Trust for Oxfordshire's Environment) to look at options for managing part for nature</p> <p>Cllr Campbell reported that the option to keep bees on the former allotment land was still live and it was <b>AGREED</b> that this could be pursued – it was felt that fencing around any proposed hives would be required from a safety point of view and this should be discussed with the proposed bee-keeper. RC to provide contact details to the Clerk</p> <p><b>Highways</b> There was no further update at this time</p> <p><b>Play Area</b> Cllr Dawson advised that he was in the process of drafting a funding application to a funding round due to open on 17<sup>th</sup> March. He would ask a representative from the Working Group to proofread the application and then the application would be submitted by the Council The Clerk advised that some interim maintenance would be needed to reinstate the wood chipping surface and repair minor damage before the next safety inspection. This was <b>AGREED</b></p> <p>The Clerk also advised that he was still awaiting receipt of the two references requested</p>	<p><b>CO</b></p> <p><b>RC/Clerk</b></p> <p><b>For info</b></p> <p><b>SD Clerk</b></p> <p><b>Clerk</b></p> <p><b>For info</b></p>
41/21	To receive a verbal report on and to note the current bank balance	The bank reconciliation was <b>NOTED</b> and is attached (Appendix 4)	<b>For info</b>
42/21	To approve payments made since the last meeting and payments to be made	The schedules of Payments and Receipts were <b>AGREED</b> (Appendix 5)	<b>For info</b>
43/21	To confirm that the Council wishes to receive amounts due in respect of Community Infrastructure Levy in 2021/22	It was <b>AGREED</b> that the Council did wish to receive amounts due in respect of Community Infrastructure Levy in 2021/22	<b>For info</b>
44/21	To agree to defer consideration of the scheduled Annual Risk Assessment until the May meeting	This was <b>AGREED</b>	<b>For info</b>
45/21	Matters arising since the last meeting	<p><b>To note that the official protocol in the event of the death of a senior public figure has been received</b></p> <p>Cllr Dawson confirmed that he and the Clerk were in receipt of the guidance</p> <p><b>To note that Census Day is Sunday 21st March and to note the support available to residents</b></p> <p>Cllr Dawson confirmed that he had received an offer of assistance from a local resident in the event that anyone needed help over and above the support being offered centrally. It was agreed to include a reminder in the April Village Voice although this would be some 10 days after the event</p> <p><b>To consider a request from the Oxfordshire Animal Sanctuary to use the North Green for car parking for a proposed Open Day on either Sunday 18th or 25th July 2021</b></p> <p>This was <b>AGREED</b></p> <p><b>To note a consultation by Oxfordshire County Council on the local transport and connectivity plan and to agree how the Council should respond (Closing date: 29 Mar 2021 at 23:59)</b></p> <p>It was <b>AGREED</b> that Cllr Odell would draft a response on behalf of the Council</p>	<p><b>For info</b></p> <p><b>For info</b></p> <p><b>Clerk</b></p> <p><b>CO</b></p>
46/21	To note the date of next meeting as Monday 12th April 2021 at 7.30pm (Planning) on Zoom	This was <b>AGREED</b>	<b>For info</b>
47/21	Meeting Closed	10.11pm	<b>For info</b>

# MINUTES

**Meeting Title:** Stadhampton Parish Council – HIF1 Meeting 1

**Attendees:** Stadhampton Parish Council  
Cllr Lorraine Lindsay-Gale  
Harry Davis - OCC HIF1  
Aron Wisdom - OCC HIF1  
Jason Sherwood - OCC Growth Manager South and Vale

**Apologies:**

**cc:** -

**Date of Meeting:** 8<sup>th</sup> March 2021 – 19:30-20:30 – Zoom Meeting

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## Introduction

Oxfordshire County Council (OCC) secured £218m from the Government's Housing Infrastructure Fund (HIF) towards the £234m cost of infrastructure improvements in Didcot and surrounding areas. The scheme is provided in the following 4 projects:

- A4130 widening from A34 Milton Interchange towards Didcot.
- A new "Science Bridge" over the A4130, Great Western Railway Line and Milton Road into the former Didcot A Power Station site.
- A new Didcot to Culham river crossing between the A4130.
- A Clifton Hampden Bypass.

These schemes form part of the wider transport strategy in this area as set out in OCC's Local Transport Plan 4 (updated in 2016). They are also key to the adopted Vale of White Horse District Council Local Plan(s), and the adopted South Oxfordshire District Council Local Plan.

The preferred scheme alignments obtained Cabinet approval on the 21<sup>st</sup> of July 2020, as the basis to progress into the next stage of scheme design. **(This sentence is a post-meeting addition, for further information).**

Progress is now being made on preliminary design, and towards submitting a single planning application in Summer 2021. The schemes are programmed to be open to traffic at the end of 2024.

An important part of the schemes is the high quality walking and cycling facilities, and bus stops in key locations for future services.

OCC showed scheme drawings and provided scheme updates.

## Programme

OCC summarised the programme as:

- Summer 2021 – Planning application submitted to Regulation 3 Team
- Autumn 2021 – Compulsory Purchase Order (CPO) submitted
- Spring 2023 – Construction start
- End 2024 – Scheme open

OCC explained that officers intend to host further engagement activities in advance of the planning application submission, to help inform interested parties what will be included in the application.

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# MINUTES

OCC is undertaking Early Contractor Involvement to receive advice on buildability, phasing, and other matters.

## **Golden Balls Roundabout**

Stadhampton Parish Council asked about the interface with Golden Balls roundabout.

OCC explained that one of the Government's requirements for the HIF funding was to provide schemes with robust costings. At present there are currently no schemes designed for Golden Balls Roundabout, so it would have not been possible to have included them in the HIF bid. Furthermore, the £218 million HIF funding secured by OCC was amongst the highest sums awarded. Including any other schemes as part of this package could have significantly reduced the chance of a successful bid. OCC explained that the HIF schemes are not stand alone, but form part of a wider strategy as set out in Local Transport Plan 4, including other recently completed schemes in this area.

Through the Housing and Growth Deal, OCC have secured £1 million funding to investigate future changes to Golden Balls Roundabout. The study will also need to take into account the growth of Berinsfield and also align with transport proposals in Oxford such as Workplace Parking Levy and bus priority measures.

OCC explained that one of the options to be looked at would be a park and ride; which promotes modal shift and offers the opportunity for the reduction of cars and increased bus services.

Stadhampton Parish Council requested to be involved in the Golden Balls project.

## **Chalgrove Development**

Jason Sherwood (OCC) provided an update on the Chalgrove development and answered questions from Stadhampton Parish Council. This section of the meeting was not recorded for these HIF1 project minutes.

## **Actions / Way Forward**

OCC HIF1 team agreed to communicate Stadhampton Parish Council's desire to engage with the team who will be undertaking the Golden Balls study. **Post meeting note** – OCC HIF1 team has informed the team of this.

OCC HIF1 team to share 2020 consultation information with Stadhampton Parish Council. **Post meeting note** – OCC HIF1 team shared weblink with Parish Clerk on 08.03.2021.

LINK: <https://consultations.oxfordshire.gov.uk/consult/ti/DidcotAreaInfrastructureUpdate/consultationHome>

## **COUNTY COUNCILLOR'S REPORT TO PARISH COUNCILS – MARCH 2021 by Cllr LORRAINE LINDSAY-GALE**

It is clear that **COVID is here to stay** and that, long term, we may have to adjust and create a new normal, particularly over the winter months. Remaining optimistically cautious is the name of the game on our path to recovery. So, in Oxfordshire, while the number of new cases, hospitalisations and deaths has fallen this week, the reduction in new cases has dramatically slowed to just five per cent compared with 40 per cent last week. It is in our own interests, and for our families, colleagues and communities, to get cases as low as we can so that we can gradually emerge from lockdown with the confidence that COVID-19 will not restrict our lives in the same way.

### **Roadmap for the easing of lockdown**

We now have a [roadmap](#) from government for the easing of lockdown. This does bring us hope that we can gradually reclaim some control over our lives. However, we know that the roadmap is dependent on continued progress with infection rates, the number of hospital admissions, as well as the rollout of the vaccination programme.

Across all our services the County Council is working to identify how the roadmap will affect our operational activities and what action we need to take. For now, we must continue to ask all staff who can, to continue to work from home, until at least 21 June.

### **Vaccination programme update**

Crucial to this is the vaccination programme, which is continuing at a phenomenal pace in Oxfordshire. To date, over 150,000 people living or working in the county have now received their first dose of the vaccine, including all frontline health and social care staff and all older adult care home residents and staff. Over 95 per cent of those aged over 75 have also had their first vaccination, together with more than 90 per cent of those aged 70 - 74.

### **New vaccine outreach programme**

From next week, Oxfordshire councils will be running, in partnership with GPs and the Oxfordshire Clinical Commissioning Group, a new outreach service to support the uptake of COVID-19 vaccinations.

The service is aimed at reaching out to residents in the top four priority groups who have not responded to their invitation for a first dose of the vaccine to help support them if they want to have the jab. There are a range of reasons why people may not have arranged a vaccination - from difficulties in booking an appointment or arranging transport to hesitancy or misunderstandings about the vaccine.

We hope this outreach programme will be a valuable tool in ensuring that everyone who wants the vaccine can be supported to get it and that nobody gets left behind in the rollout of Oxfordshire's vaccination programme.

### **Symptom-free testing for key workers**

Testing also plays a key role in helping stop the spread of the virus, and this week our symptom-free testing programme (launched 8 February) has expanded to include everyone across the council who is in a public-facing role. We have also opened up the programme to public-facing workers across the county who need to leave home to work or volunteer. As before, this also includes childminders.

### **Testing for people who have COVID-19 symptoms**

Across Oxfordshire, we have a range of testing sites for people who have COVID-19 symptoms, including drive-through and walk-in sites. We also have a number of mobile testing units operating in the county and the latest dates and locations for these are below. [Booking](#) is required for all testing sites.

#### **Carterton Pavilion, Monahan Way, Carterton, Oxfordshire, OX18 3AN**

- March: 3, 10, 17, 24, 31.

#### **Chinnor Rugby Club, Rectory Pavilion, Kingsey Road, Thame, Oxfordshire OX9 3JL**

- March 4, 5, 11, 12, 18, 19, 25, 26.

#### **Dalton Barracks, Abingdon, Oxfordshire OX13 6JB**

- March: 1, 2, 3, 4, 8, 9, 10, 11, 15, 16, 17, 18, 22, 23, 24, 25, 29, 30, 31.

#### **Wheatley Campus, Oxford Brookes University, College Close, Oxfordshire, OX33 1HX**

- March: 1, 7, 8, 14, 15, 21, 22, 28, 29.

## **Consultation Launched on Oxfordshire's draft Transport Blueprint**

Residents and organisations across Oxfordshire are being offered the chance to help shape the transformation of transport and digital connectivity across the county in a new consultation from 15 February to 28 March on a draft blueprint for the future.

With the need for climate action, helping create healthy communities and addressing air quality at the heart of council thinking, the new local transport and connectivity plan (LTCP) sets out a vision for Oxfordshire that will contribute to developing a zero-carbon economy for the county and transform the health and wellbeing of residents.

Oxfordshire is a great success story, but its ongoing performance must address how we travel in a way that can reduce congestion, improve our health and help develop active, connected communities. The County Council needs and will value your input about how we can best do this, working together, so please take time to review the consultation and offer your views.

The vision has been developed following analysis of engagement work with many organisations and through an analysis of transport data and evidence from a survey in March 2020. This consultation will offer residents a chance to give feedback on the content of the plan.



The areas of focus for the new plan are:

- Commitments to de-carbonise the transport system by 2050
- Reducing the need to travel
- Discouraging unnecessary individual private vehicle use by promoting use of public transport and active travel such as walking and cycling
- A push towards quality digital gigabit and/or full fibre connectivity for all
- Enabling the economy to develop, supporting the Oxfordshire local industrial strategy agreed in July 2019
- Public transport operations and network changes amid the impacts of COVID-19.

A second consultation due later this year will cover the development of the full LTCP including an updated vision and goals.

## **Local Highways Update**

### **Warborough Junction Made Safe at Last**

The residents of Henfield View Warborough have wanted changes to the road markings at the junction with Thame Road for a long time. There was no line of sight to the right, compounded by people parking to use the village stores on the corner. Finally after considerable pressure from me, the County Highways traffic team have painted new white lines that afford protection to pedestrians, people parking and the Henfield View drivers.

### **Culham to get a Pedestrian Crossing**

Culham residents have come a step closer to having a pedestrian crossing at the traffic lights on the A415 by the ex-Wagon and Horses pub. The developer who plans to make the pub into an hotel with some housing behind, has offered to part fund the scheme. This is certain to make it easier for the County Council to fund the balance and I shall certainly be pressing for the project to go ahead.

### **Flooding and Road Safety in Garsington**

The county council has been tunnelling under an area of Garsington in a effort to solve the problem of repeated flooding at the junction of Denton Lane, outside the School. We must wait for some more heavy rain to see if it works. The Council has agreed to conduct a survey into the numbers of people crossing the road in the same location as a first step towards possibly putting in a pedestrian crossing. They have also agreed to schedule a feasibility assessment of the very narrow stretch of road going up the hill to the pub to widen the pavement and put in a small chicane to slow the traffic and protect pedestrians. I am very concerned about these issues and will push for action to be taken as soon as possible.

## **COUNTY COUNCIL REPORT TO PARISHES – MARCH 2021**

### **BY CLLR LORRAINE LINDSAY-GALE – PART TWO**

#### **National Allocation Day for Secondary Schools**

I am very pleased to be able to give you the results of our secondary schools allocations for next September. All those Oxfordshire children needing a place have been offered one.

The Education Service sent out 6,703 emails regarding the results of the applications. These were sent between 2.30am and 6.46am this morning - 1<sup>st</sup> March. Letters are now only sent through the post to a minority of parents.

**88.99% (6,371) received an offer of a first preference.** This is both a slightly higher percentage than in 2020 when 88.56% received a first preference and a higher number - 6,321 in 2021 compared to 6,048 in 2020. This year the group of primary school children making the transfer to secondary school is 7,103 – as compared to 6,829.

The level of housing development in the County has led to a building programme of nearly 30 new schools and the expansion of many existing schools. The Council is also building three new special schools in Didcot, Littlemore and Bloxham.

#### **Filthy Gully Contents can be Recycled**

Now Oxfordshire County Council is recycling in a completely different area – road repairs and gully cleaning. Over a four year period, the approach could potentially stop 1,000 tonnes of CO2 being emitted and save £4.3 million of council taxpayers' money. It will also cut the amount of waste that is sent to landfill sites and reduce the amount of new material that is dug out of the ground.

It's difficult to imagine anything useful being salvaged from the dirty water and solid matter – largely silt – recovered by tankers during the process of cleaning gullies. But you'd be surprised. Oxfordshire County Council contractor Skanska is currently taking part in a trial with the company Combined Drier Technology to reprocess and reuse the waste, thereby reducing the amount that has to be disposed of expensively.

Using purpose-built de-watering bays in the county council's depot in Drayton, near Abingdon, water is removed and filtered. Depending on the quality, the water can be re-used or discharged into the foul drainage network under a trade effluent discharge consent.

The de-watered gully waste is then dried, allowing it to be screened and graded, recovering as much of the original waste as possible and removing any non-recyclable contaminants. These recycled materials could then potentially be used in highways works as fill material for resurfacing, topsoil replacement, or be fed into the

production of recycled aggregates, subject to appropriate material and chemical testing results and stakeholder agreement. During the trial period, this drying and screening is being undertaken at a third-party permitted facility. However, the equipment used is mobile which would allow it to be deployed to the Drayton depot if the trial proves successful.

Oxfordshire produces approximately 1,000 tonnes of gully waste annually. If successful, the new methods of dealing with it could save up to £27,000 a year and prevent four tonnes of CO<sub>2</sub> being released into the atmosphere.

One of the by-products of road and path resurfacing – created as a result of asphalt being removed from a surface sub-base – is known as ‘asphalt planings’. Annual maintenance of Oxfordshire’s highway network produces significant quantities of this material, which can be recycled. However, approximately 8,000 tonnes of this are classified as ‘asphalt waste containing coal tar’ (AWCCT), a toxic material which makes it expensive to dispose of safely and difficult to recycle.

All these changes, and many more, feed into Oxfordshire County Council’s ambitions to tackle climate change. Last year, the council approved its [Climate Action Framework](#), which set out its plans to make itself a carbon neutral authority by 2030, and to enable Oxfordshire as a whole to become zero-carbon by 2050.

## AGENDA ITEMS 11-13

### CURRENT APPLICATIONS

#### Reference

#### Location/Description

#### Date Registered

##### P21/S0789/AG

Newells Farm Newells Lane Stadhampton OX44 7XJ  
Formation of farm track.

17 February 2021

##### P21/S0606/HH

Belchers Farm Ascott OX44 7UH  
A small single storey extension to the existing house to create an Orangery.

5 February 2021

##### P21/S0584/FUL

Newington Nurseries Newington OX10 7AW  
Erection of 21 dwellings, including affordable housing, together with access, parking, landscaping, amenity space and related infrastructure and drainage works (amendment to planning permission P16/S3988/O and P19/S1554/RM)

4 February 2021

##### P21/S0433/HH

Summer Place School Lane Stadhampton OX44 7TR  
Single storey rear extension similar to as passed (28th September 1987), replace rear facing wall and side wall on new footprint (move outward).

27 January 2021

##### P21/S0415/HH

Camoys Cottage Clifton Hampden Road Chiselhampton OX44 7UZ  
Insertion of four rooflights in existing roof slope. Removal of garage door and infill opening with brickwork and a window to match existing.

26 January 2021

##### P20/S3772/LB

Ascott Park Cottage Ascott OX44 7UJ  
Conversion of existing out-building to ancillary accommodation (as amplified by Section drawing 1.50)

8 October 2020

##### P20/S3771/HH

Ascott Park Cottage Ascott OX44 7UJ  
Conversion of existing out-building to ancillary accommodation (as amplified by Section drawing 1.50)

8 October 2020

##### P20/S3304/HH

Ascott Park Cottage Ascott OX44 7UJ  
New outdoor swimming pool and new associated detached pool house building. (As clarified by Tree report and plans received 30 November 2020 and WSI and watching brief for archaeology received 16 February 2021 and Tree Protection Plan received 22 February 2021).

7 September 2020

##### P20/S2134/O

Chalgrove Airfield Chalgrove OX44 7RJ  
Outline Planning Application for Residential-led mixed use development comprising the following elements with all Matters reserved, except Access, as shown on the Land Use and Access Parameter Plan, Building Heights Parameter Plan and the floorspace outlined on the Parameter Schedule, comprising: . 3,000 homes (C3) including up to 300 homes in C2 use; . Two 2FE primary schools (D1) on sites each of 2.22 hectares; . An 8FE secondary school including a 300 pupil sixth form College (D1) on a site of 10.55 hectares, including formal sports pitches; . 5 hectares of land for employment uses within classes B1, B2 and B8, and retention of existing business uses; . Partial removal of existing runways and periphery and

construction of a single new main runway, associated taxiways and hard standing, arboricultural management including felling, lopping and pruning of trees; . A Town Centre accommodating uses within classes A1-A5, B1, C2, C3, D1 and D2; . Additional floorspace, outside of the Town Centre, including uses within classes A1-A5, B1, D1 and D2; . At least 30 hectares of public open space, including playing fields, parks and gardens, amenity space, civic space, allotments/community orchards including storage buildings, green corridors, play areas, semi-natural/natural open space and drainage attenuation; . 3 Gypsy and Traveller pitches, and associated hardstanding; . Realignment of the B480 to include formation of new vehicular connections to the existing B480, including alterations to part of the existing B480 to form a green lane. (CONSULTATION END DATE EXTENDED TO 01 SEPTEMBER 2020).

19 June 2020

#### **P19/S3311/FUL**

Oxfordshire Animal Sanctuary The Green Stadhampton OX44 7UB

Demolition of a number of buildings and construction of a new Training Hall, Isolation Kennel and Staff Room, Office, Reception Building (As amplified by Preliminary Roost Assessment received 9 January 2020)

29 October 2019

#### **P19/S2094/HH**

Poplars Ascott near Stadhampton OX44 7UH

Two rear single-storey glasshouses attached to the dwelling, as amended by drawing number KCC2734-04 (amended red site plan) received November 2019.

8 July 2019

#### **P18/S1289/DIS**

Watlings Paddock Watlington Road Stadhampton OX44 7UQ

Discharge of conditions 7 & 9 on application P16/S2987/FUL Use of land for the stationing of caravans for residential purposes, together with formation of hard-standing, erection of utility building and stables, and keeping of horses.

16 April 2018

## **PLANNING APPEALS**

### **Reference**

### **Location/Description**

### **Date Registered**

### **Decision**

#### **P19/S2305/RM**

Land off Cat Lane Stadhampton

Reserved Matters application following outline application ref. P16/S3690/O for the erection of two detached dwellings upon the building plot located off Cat Lane Stadhampton for appearance, landscaping, layout and scale. (As clarified and amended by revised drawings and contaminated land questionnaire accompanying Agents email dated 25 October 2019, and a Streetscene Visualisation Plan received 23 January 2020). (Development of two detached dwellings upon the building plot located off Cat Lane Stadhampton).

5 August 2019

**Not yet decided**

## **DECISIONS SINCE THE LAST MEETING**

### **Reference**

### **Location/Description**

### **Date Registered**

### **Decision**

#### **P20/S4669/N5A**

Newells Farm Shop Stadhampton OX44 7XJ

Application to determine if prior approval is required for a proposed conversion of an existing A1 (Shop) unit to a C3 (Dwellinghouse) use.

7 December 2020

Prior Appr. Refused

**P20/S4668/N4A**

Newells Farm Stadhampton OX44 7XJ  
Change of use from Agricultural Building to Dwelling house.  
7 December 2020

Prior Appr. Agreed

**P20/S4614/LDP**

Camoy's Cottage Clifton Hampden Road Chiselhampton OX44 7UZ  
Certificate of Lawful Use for the proposed alterations and improvements to existing detached garage and studio to provide additional ancillary accommodation.  
2 December 2020

Withdrawn

**P20/S4531/FUL**

The Chalet The Green Stadhampton OX44 7UA  
Demolish existing detached bungalow and build a new detached replacement dwelling.  
26 November 2020

Planning Permission

## AGENDA ITEM 18

3 March 2021 (2020 - 2021)

### Stadhampton Parish Council

Prepared by: Michael Pawley - Clerk/RFO Date: 3 March 2021

<b>A</b>	<b>Bank Reconciliation at 03/03/2021</b>		
	Cash in Hand 01/04/2020		69,215.40
	<b>ADD</b> Receipts 01/04/2020 - 03/03/2021		33,266.77
			102,482.17
	<b>SUBTRACT</b> Payments 01/04/2020 - 03/03/2021		46,382.86
	<b>Cash in Hand 03/03/2021</b> (per Cash Book)		<b>56,099.31</b>
<b>B</b>	Cash in hand per Bank Statements		
	Petty Cash 03/03/2021	0.00	
	CCLA Public Sector Deposit Fund 31/01/2021	50,831.77	
	Lloyds Bank Deposit A/c 03/03/2021	4,552.23	
	Lloyds Bank Current A/c 03/03/2021	721.56	
			<b>56,105.56</b>
	Less unrepresented payments		6.25
			56,099.31
	Plus unrepresented receipts		0.00
	<b>Adjusted Bank Balance</b>		<b>56,099.31</b>
	<b>A = B Checks out OK</b>		

**AGENDA ITEM 19**

3 March 2021 (2020 - 2021)

**Stadhampton Parish Council  
PAYMENTS LIST**

<b>Voucher Code</b>	<b>Date</b>	<b>Minute</b>	<b>Bank</b>	<b>Cheque No</b>	<b>Description</b>	<b>Supplier</b>	<b>VAT Type</b>	<b>Net</b>	<b>VAT</b>	<b>Total</b>
88 Electricity	19/01/2021		Lloyds Bank Current A	DD	Electricity	Ecotricity Ltd	L	11.03	0.55	11.58
89 Office costs	08/02/2021		Lloyds Bank Current A	DD	E-mail and cloud storage	Google Ireland	Z	36.80	0.00	36.80
90 Office costs	12/02/2021		Lloyds Bank Current A	FP (Reimburse M J Pav	Zoom subscription	Zoom Video Communications	S	11.99	2.40	14.39
91 Office costs	12/02/2021		Lloyds Bank Current A	FP (Reimburse M J Pav	Zoom subscription	Zoom Video Communications	S	11.99	2.40	14.39
92 General maintenance	12/02/2021		Lloyds Bank Current A	FP	Clear Allotments 9 & 17	A J Tuckwell	Z	550.00	0.00	550.00
93 Electricity	18/02/2021		Lloyds Bank Current A	DD	Electricity	Ecotricity Ltd	L	11.42	0.57	11.99
94 General maintenance	12/02/2021		Lloyds Bank Current A	FP	Dog bin emptying	South Oxfordshire District Co	S	224.25	44.85	269.10
95 Electricity	03/03/2021		Lloyds Bank Current A	DD	Electricity	Ecotricity Ltd	L	5.95	0.30	6.25
96 Office costs	09/03/2021		Lloyds Bank Current A	FP (Reimburse M J Pav	Zoom subscription	Zoom Video Communications	S	11.99	2.40	14.39
97 General maintenance	09/03/2021		Lloyds Bank Current A	FP	Hedge cutting	Jays Property Maintenance	Z	320.00	0.00	320.00
98 Office costs	08/03/2021		Lloyds Bank Current A	DD	E-mail and cloud storage	Google Ireland	Z	36.80	0.00	36.80
<b>Total</b>								<b>1,232.22</b>	<b>53.47</b>	<b>1,285.69</b>

Items 88-94 were approved by e-mail between meetings



**Stadhampton Parish Council**  
**RECEIPTS LIST**

Voucher	Code	Date	Minute	Bank	Receipt No	Description	Supplier	VAT Type	Net	VAT	Total
23	Office costs	20/01/2021		Lloyds Bank Current A	BGC	VAT refund	HMRC	R	0.00	6,024.41	6,024.41
24	Interest/dividends	01/12/2020		CCLA Public Sector De		Dividend reinvested	CCLA	E	2.61	0.00	2.61
25	Interest/dividends	11/01/2021		Lloyds Bank Current A		Interest on A/c 07379797	Lloyds Bank	E	0.02	0.00	0.02
26	Interest/dividends	04/01/2021		CCLA Public Sector De	DIV	Dividend reinvested	CCLA	E	2.16	0.00	2.16
27	Interest/dividends	09/02/2021		Lloyds Bank Current A	INT	Interest on A/c 07379797	Lloyds Bank	E	0.03	0.00	0.03
<b>Total</b>									<b>4.82</b>	<b>6,024.41</b>	<b>6,029.23</b>

# Local Transport and Connectivity Plan



## Foreword



Transport affects all of our resident's lives and helps to support our world leading business base. However, there is a need to address how people move around the county. Current trends of car use have contributed to congestion and public health issues across the county.

In order to address these challenges, we recognise that there is a need to reduce the need to travel and discourage unnecessary individual private vehicle use.

We plan to do this by making active travel, public and shared transport the natural first choice. Not only will this support our aspirations for economic growth and a zero carbon county by 2050, it will also improve health and wellbeing, making Oxfordshire a better place to live.

A handwritten signature in black ink, appearing to read 'Ian Hudspeth', with a long horizontal flourish underneath.

Councillor Ian Hudspeth  
Leader Oxfordshire County Council



We are publishing this vision document at an unprecedented time. We are dealing with the impacts of the COVID-19 pandemic, as well as working to address the climate emergency and manage planned growth in the county.

Transport has a central role to play in responding to all of these challenges and enabling the county to prosper. Whilst we must reflect the short term impacts of COVID-19 on travel, it is important that we remember the need for a clear long term plan for transport in the county.

The LTCP vision is the first step in developing a long term plan and will outline the framework for delivering a more sustainable, prosperous and healthier Oxfordshire.

A handwritten signature in black ink, appearing to read 'Yvonne Constance', with a stylized 'X' shape at the end.

Councillor Yvonne Constance OBE  
Cabinet Member for Transport and the Environment

# Introduction

Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling ours the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county.

There are three main reasons why we need to develop a new Local Transport Plan. These are to reflect new priorities, account for new funding opportunities and incorporate new ideas and strategies.

The local and regional policy context has changed significantly since the publication of LTP4. Work to develop an Oxfordshire Strategic Vision and Oxfordshire Plan 2050 is currently progressing, the county council have adopted a Climate Action Framework and England's Economic Heartland has published a draft regional transport strategy. The new LTCP is an opportunity to develop a strategic transport policy framework that reflects these changes.

As the first stage of developing the new LTCP, we conducted an engagement activity from the 4 March 2020 to the 17 May 2020. As part of this engagement, respondents were invited to comment on 28 topic papers through the online consultation portal, or by email.

In total 735 responses to the engagement were received, both from individuals and organisations. We have now completed a detailed analysis of the responses received; the full engagement summary has been published alongside this document.

We have used feedback received in the engagement exercise and an analysis of data to help shape our draft transport vision and key themes in this document. A detailed baseline report containing the evidence base we have analysed is provided alongside this vision document. The purpose of the remainder of this document is to introduce our approach, the draft vision, key themes and outline next steps.



# What does this document do?

## Our approach

We are developing and consulting upon the LTCP in a 2-stage approach. These stages follow on from the initial topic paper engagement earlier this year. The 2 stages are summarised as follows:

### Stage 1:

Development of the draft LTCP vision and key themes.

### Stage 2:

Development of the full LTCP including updated vision and key themes, area strategies, and policies for priority areas of focus.

## What does the vision do?

The purpose of developing a transport vision is to set out the overarching direction for transport in Oxfordshire. The vision will ensure that we have outlined a clear long-term ambition for transport in the county and will underpin all the policies and schemes included in the LTCP document. It will also ensure that we both take account of, and inform, wider strategy development.

We are setting out and consulting upon the draft vision and a set of supporting key themes so that residents and stakeholders can feedback on the direction the LTCP is heading in. This approach is part of our commitment to meaningful engagement and will enable us to adapt the vision before it informs the full LTCP's content.



## Vision in context

The introduction highlighted that the local and regional context has changed significantly since the publication of LTP4. This section provides more detail about those strategies to outline the local context and how they have informed the development of the LTCP.

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### Oxfordshire Strategic Vision

The Oxfordshire Growth Board is developing a strategic vision for Oxfordshire<sup>1</sup>. The Strategic Vision will help establish a common and shared ambition to guide the focus of plans, strategies and programmes for Oxfordshire. The LTCP will play an important role in helping to deliver the emerging Strategic Vision and we have considered this carefully in developing the draft LTCP vision.

### Oxfordshire Plan 2050

In support of future growth, the district councils in Oxfordshire are working together to produce a Joint Statutory Spatial Plan known as the Oxfordshire Plan<sup>2</sup>. The plan will be supported by the Oxfordshire Infrastructure Strategy which will identify the supporting infrastructure required. The LTCP is being developed alongside the Oxfordshire Plan and will help inform its further development.

### Climate Action Framework

In October 2020, Oxfordshire County Council approved a Climate Action Framework<sup>3</sup>. The document sets out the county council's plans to make itself a carbon neutral organisation by 2030, and to enable Oxfordshire as a whole to become zero-carbon by 2050. The LTCP will play an important part in helping deliver these commitments and will outline in more detail how transport will contribute to these ambitions.

### Local Industrial Strategy

The Local Industrial Strategy sets out an ambitious plan to build on Oxfordshire's strong foundations and world-leading assets, to deliver transformative growth which is clean and sustainable<sup>4</sup>. The LTCP will help to deliver these aspirations and will ensure there is the transport network required to support growth aspirations.

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<sup>1</sup> [democratic.whitehorsedc.gov.uk/mgChooseDocPack.aspx?ID=2820](https://democratic.whitehorsedc.gov.uk/mgChooseDocPack.aspx?ID=2820)

<sup>2</sup> [oxfordshireplan.org](https://oxfordshireplan.org)

<sup>3</sup> [oxfordshire.gov.uk/sites/default/files/file/about-council/OCC\\_Climate\\_Action\\_Framework-August2020.pdf](https://oxfordshire.gov.uk/sites/default/files/file/about-council/OCC_Climate_Action_Framework-August2020.pdf)

<sup>4</sup> [oxfordshirelep.com/sites/default/files/uploads/Oxfordshire-SINGLE-PAGE\\_1.pdf](https://oxfordshirelep.com/sites/default/files/uploads/Oxfordshire-SINGLE-PAGE_1.pdf)

## Vision in context

### Joint Health and Wellbeing Strategy

The Joint Health and Wellbeing Strategy sets out how the NHS, local government and Healthwatch will work together to improve resident's health and wellbeing<sup>5</sup>. The LTCP can help to deliver some of these improvements and specifically takes forward priorities around Healthy Place Shaping.

### England's Economic Heartland/ sub-national transport matters

Oxfordshire County Council is a part of England's Economic Heartland (EEH) sub-national transport body. EEH covers 11 local authorities, including all of the Oxford to Cambridge arc. EEH has recently published a draft transport strategy for the region which the LTCP will be set in the context of and aim to support<sup>6</sup>.

For example, it will be important to work collaboratively to address cross authority connectivity challenges, including with Swindon to the west and Buckinghamshire to the east. In addition, Oxfordshire borders the sub-national transport body area covered by Transport for the South East, and there are matters such as cross boundary transport movements from Reading that need careful consideration in the LTCP.

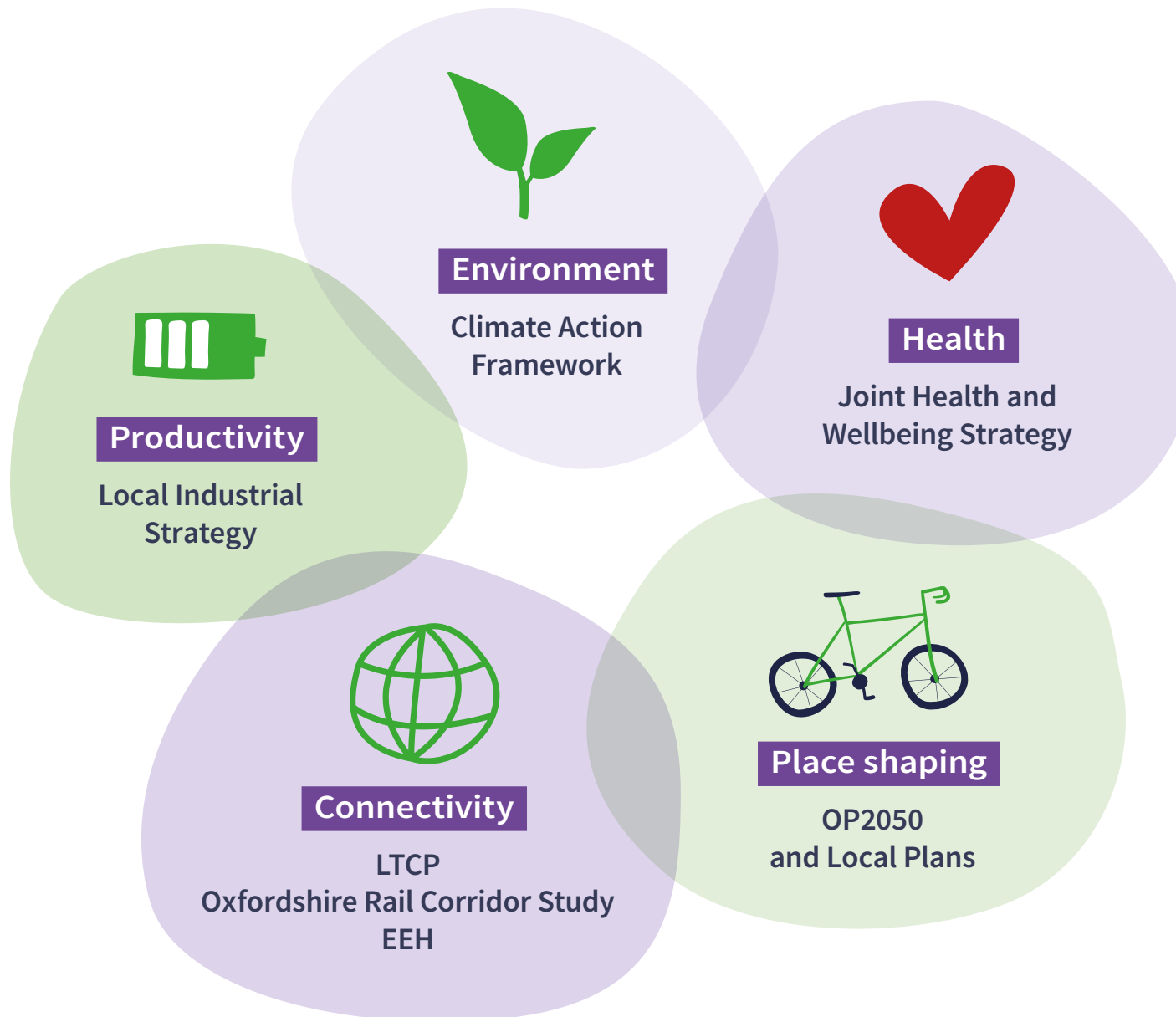


<sup>5</sup> [oxfordshire.gov.uk/sites/default/files/file/constitution/oxfordshirejointhwbstrategy.pdf](https://oxfordshire.gov.uk/sites/default/files/file/constitution/oxfordshirejointhwbstrategy.pdf)

<sup>6</sup> [englandseconomicheartland.com/Documents/Draft%20Transport%20Strategy.pdf](https://englandseconomicheartland.com/Documents/Draft%20Transport%20Strategy.pdf)

## Vision in context

LTCP context and strategy linkages.



### Question:

Have we identified the key related strategy and policy developments in Oxfordshire? (YES/NO)  
If not, what have we not included?



## The challenge

### Oxfordshire's transport system

Oxfordshire's transport system affects all resident's lives. It plays a role in connecting our communities, supporting the 30,000 businesses in the county and enabling journeys for education, leisure and work. Therefore, it is vital that we create a plan for a transport system that will be resilient, addresses existing challenges, enables all residents to have a high quality of life and creates a healthy, sustainable county.

### The private car

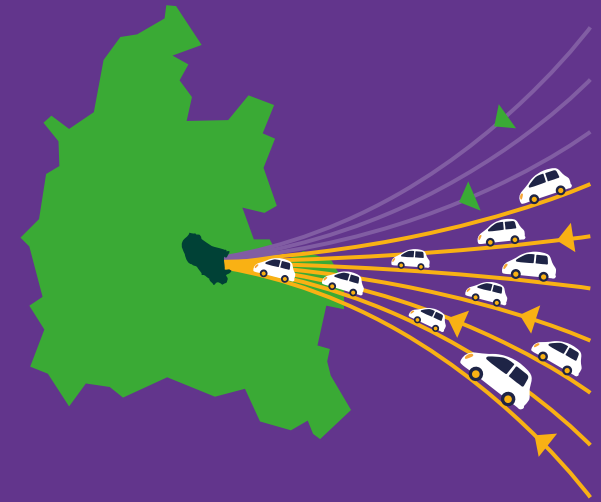
There has been a huge rise in car use across the UK since 1952. We have seen this national trend reflected within Oxfordshire with a 36 per cent increase in vehicle miles since 1993<sup>7</sup>. In 2019, total vehicle miles driven in Oxfordshire passed 4 billion for the first time<sup>8</sup>. There will also be the challenge of providing the right infrastructure in the right places to support the move towards take up of electric and other zero-emission vehicles.

Whilst cars have increased personal mobility, they are having negative impacts. Congestion is disrupting journeys and accommodating and managing vehicles in our towns and villages has created environments that have become less welcoming places for people.

<sup>7</sup> [gov.uk/government/statistical-data-sets/road-traffic-statistics-tra](https://gov.uk/government/statistical-data-sets/road-traffic-statistics-tra)

<sup>8</sup> Census 2011

**70**  
per cent of  
commuting  
trips to  
Oxford are  
made by car



commuter journeys  
to Oxford could  
increase by up to  
**25** per cent  
by 2031

**33.3**  
per cent of  
Greenhouse Gas  
emissions in  
Oxfordshire are  
from road transport



# The challenge

## Future growth

Current forecasts are for over 85,000 new jobs and 100,000 new homes in the county between 2011 and 2031. This growth will have a significant impact on our transport network, with an increasing number of people and goods needing to use it. Given the scale of growth, more radical solutions are needed to transform transport in Oxfordshire.

## Connectivity

Whilst Oxfordshire has good connectivity along certain corridors, there are notable areas that suffer from poor connectivity. Poor public transport connectivity is a particular issue in the county, especially in rural areas. There is also a need to improve active transport connectivity to enable more walking and cycling journeys, as well as a need to better manage movement of freight and goods, both in rural and more urban areas.

## Wider challenges

Transport is also critical to addressing wider challenges, notably public health, inequalities, air quality and climate action. Addressing private car use is central to this as cars contribute significantly to greenhouse gas emissions and are having negative impacts on public health through air pollution and physical inactivity, including in areas of deprivation around the county.



### Question:

Have we identified the key transport and connectivity challenges for Oxfordshire?

What other key changes should we consider as we develop the LTCP in more detail?

# Vision

## Vision development

We have developed our draft vision following analysis of the engagement activity, through engagement with stakeholders and through an analysis of transport data. We have also sought to align our transport vision with the broader vision for Oxfordshire that is emerging as part of the Oxfordshire Growth Board strategic vision work, Oxfordshire Plan 2050 and England's Economic Heartland's (EEH) transport strategy.

## Supporting analysis

As part of the LTCP development process, we have collected a range of evidence to identify the current situation, challenges and opportunities. This has informed the LTCP vision development process and helps us understand why the vision and key themes are necessary for Oxfordshire. The evidence will also be used to underpin the detailed LTCP document development process.

This section provides a summary of our engagement activity analysis and evidence base analysis. A more detailed analysis can be found in the supporting engagement and baseline evidence reports.



# Vision

## Engagement activity

The engagement activity gave us a good overview of current views on a wide range of transport topics relevant to Oxfordshire. Based on these responses, we believe that overall, there is support for an approach to developing the LTCP that:

- Recognises the need to develop active and healthy travel modes, and new facilities and networks to support pedestrian and cycle travel.
- Supports development of a transport system that both reduces climate impacts and improves air quality, for example by encouraging the use of electric power for all road transport modes.
- Sets out plans to improve public transport across Oxfordshire, including improved bus and rail services.
- Recognises that different approaches may be more suitable for different areas e.g. between rural and urban areas.
- Considers how best to improve connectivity in a wider context, including measures such as broadband improvements that reduce the need to travel.
- Addresses how best to manage modes of transport with particular needs e.g. motorcycles and freight vehicles.
- Considers the role of Park and Rides and sets out a clear future strategy for the development of these.

## Question:

Based on our analysis of the engagement activity do you think that we have identified the key points? If you disagree, what key points do you think we have missed?





# Vision

## Evidence base analysis

A summary of the key findings from our evidence base analysis is provided below. The more detailed evidence base can be found in the supporting baseline report.

- Total vehicle miles driven in Oxfordshire increased by 29 per cent between 1993 and 2019<sup>9</sup>. At the same time, average speeds on Oxfordshire's local A roads have decreased by 2 per cent since 2015<sup>10</sup>.
- In Oxfordshire, it was estimated that 3,578 years of healthy life were lost due to air pollution in 2017<sup>11</sup>.
- Road transport is responsible for 33.3 per cent of greenhouse gas emissions in the county, making it the largest sector<sup>12</sup>. Addressing vehicle usage is therefore critical to reducing emissions and improving air quality.
- Bus usage in the county has been declining since 2013/14<sup>13</sup>.
- Whilst Oxfordshire is in a good starting place with regards to current walking and cycling levels, more still needs to be done to encourage usage.
- Plans for 100,000 new homes in the county between 2011 and 2031 will increase pressure on the transport network. As a result, more radical solutions will be needed to transform transport in Oxfordshire.
- Obesity is below the national average, but levels have increased by over 4 per cent since 2015<sup>14</sup>. Encouraging active and healthy travel can help to address this.
- Oxfordshire has above average levels of physical activity but there is still a need to further improve this through measures to encourage active travel.
- Oxfordshire is the most rural county in the south east with 2.6 people per hectare compared with the regions average of 4.8 people per hectare.
- Freight movement has been increasing nationally. There has been a 23 per cent increase in the total amount of goods moved since 2009<sup>16</sup>.
- Oxfordshire has diverse demographics and so a broad consideration of different needs is required to ensure that Oxfordshire's transport system benefits all residents.
- The number of electric vehicles in Oxfordshire has grown by 138 per cent since 2016 and so provisions for these vehicles will be required<sup>17</sup>.

## Question:

Have we identified the key evidence for Oxfordshire? (YES/ NO). What other evidence should we review as we develop the LTCP in more detail?

<sup>9</sup> Department for Transport: Car vehicle traffic (vehicle miles) by local authority in Great Britain, annual from 1993

<sup>10</sup> Department for Transport: Monthly and 12 month rolling average speeds on local 'A' roads in England

<sup>11</sup> Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2020

<sup>12</sup> Scatter Cities

<sup>13</sup> Department for Transport: Passenger journeys on local bus services by local authority: England, from 2009/10

<sup>15</sup> Public Health England Profiles

<sup>16</sup> Department for Transport: Domestic Road Freight Statistics, United Kingdom 2019

<sup>17</sup> Department for Transport: Ultra low emission vehicles (ULEVs) licensed at the end of the quarter by upper and lower tier local authority

# Vision

## Draft vision

“Our Local Transport Plan Vision is for a net-zero Oxfordshire transport system that enables the county to thrive as one of the world’s leading innovation economies, whilst supporting clean growth, protecting our rich and varied natural and historic environment and being better for health and wellbeing, social inclusivity and education.

Our plan sets out to achieve this by reducing the need to travel, securing high quality gigabit connectivity, and by discouraging unnecessary individual private vehicle use through making active travel, public and shared transport the natural first choice.”



## Questions:

Do you agree with our draft vision? (YES/ NO). Do you have any further comments on the vision, particularly if you disagree and have views on how it can be improved?

Our evidence base work has identified that much of Oxfordshire is rural in nature. In the context of the proposed vision, how do you think the approach to improving connectivity in rural areas should differ to more urban areas?

## Key themes

In support of the draft 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.



### 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.

# Proposed policy focus areas

In support of the key themes, we have identified the proposed policy focus we believe are required to achieve these outcomes. These are outlined below and include examples of what might be included under each area in the detailed LTCP.

## Active and healthy travel

Greenways  
Local Cycling and Walking  
Infrastructure Plans  
Interchange with Public Transport  
Strategic Active Travel Network  
Transport user hierarchy

## Public transport

Demand Responsive Transport  
Bus strategy  
Rail  
Park and Ride  
Mobility hubs

## Air quality

Green Infrastructure  
Clean Air / Zero Emission Zones  
Zero emission vehicles



## Road safety

Safety improvements  
Equestrians  
Motorcycles



## Healthy place shaping

Low Traffic Neighbourhoods  
School Streets  
Healthy Streets Approach  
Guidance and standards for  
new development

## Innovation

Living Lab  
Micromobility  
Shared mobility



## Freight

Road and rail freight  
E-cargo bikes  
Freight consolidation



## Digital connectivity

Gigabit expansion  
Home working

## Regional connectivity

Cross boundary transport network  
England's Economic Heartland /  
OxCam Arc

## Local connectivity

Transport corridors  
Rural transport  
Area transport strategies  
Connecting Oxford

## Network and congestion management

Network Management Policy  
Demand management  
Highways Asset Management Plan  
Parking management

## Questions:

Do the key themes and policy focus areas identified reflect the wider priorities for Oxfordshire and the public and stakeholder engagement we have undertaken to date? If not, what is missing or needs changing?

One the key areas identified as needing careful consideration based on the engagement feedback is the future of Park and Ride? How do you think we should develop park and rides in order to support the vision and key themes?



## Achieving the vision

The detail surrounding how we will deliver the vision will be included in the full LTCP document. The LTCP will be structured around the policy focus areas in order to demonstrate how each area contributes to the themes, outcomes and vision.

As indicated on the table, each policy focus area will contain the specific policies and schemes required to deliver the key theme outcomes and overall vision. Detailed work will be conducted to refine these and develop them in more detail following this consultation. This will involve input from key stakeholders and an assessment of the proposals against our vision and key themes.

The structure for how we will develop the LTCP is outlined on the following page. We believe that by developing the LTCP in this way will ensure that all policies and schemes have clear links to the overarching principles.



We are also working to establish how delivery of the LTCP will be monitored, with full details to be included in the detailed LTCP document. As part of this work we have identified a proposed set of measurables that could be used to monitor the LTCP. These are included below for initial feedback:

- **Transport emissions**
- **Biodiversity**
- **Walking and cycling trips**
- **Public transport trips**
- **Number of killed and seriously injured in road traffic accidents**
- **Physical activity**
- **Impacts of air pollution**
- **Jobs and employment**
- **Economic growth**
- **Digital network coverage**
- **Journey times**
- **Road maintenance condition**
- **Healthy Streets Check**
- **Journey time reliability**
- **Congestion**
- **Obesity**

### Questions:

Do you think the proposed measurables are suitable for monitoring the LTCP? Are there any other measurables you would like considered in the plan?



## Next steps

Following consultation on this vision document we will update the vision, key themes and policy focus areas accordingly based on the feedback received. Work will then commence on developing the detailed LTCP which will include the specific policies, schemes and supporting detailed strategies. They will cover topics such as local areas, freight and public transport.

An 8-week statutory consultation will be conducted on the detailed LTCP before it is formally adopted by Oxfordshire County Council. The timeline on the right shows our anticipated dates for this process.

