

Local Transport Plan 2011-30

Presentation to SPIP Meeting

28 September 2010

Why Do We Need LTP3?

- Part of the evidence base which supports (and informs) our LIP
- Detail on local strategies and potential schemes & measures for towns, setting out how transport supports development and other objectives at a local level
- A Statutory requirement – and in our interests to present a strong Plan for Government, helping our voice get heard

What we want LTP3 to do

- Set out the **transport infrastructure and service** requirements to support sustainable and high quality housing & employment growth in Oxfordshire over a 20 year period, in accordance with the Local Investment Plan and Development Frameworks;
- Identify **priorities to improve transport** corridors or areas/localities under particular strain;
- Influence **travel behaviour** and help **reduce carbon** by promoting public transport, cycling and walking;
- Provide the policy framework & evidence base for **securing funding** from development & government.

Delivering Growth & Infrastructure

- Taking forward essential transport measures identified in the LIP – but providing an opportunity for the public to challenge / justify
- Setting out transport strategies for Oxfordshire's main settlements, including potential schemes
- Focus on areas of greatest potential – e.g. Science Vale, Eco Bicester
- Ensuring alignment with the aims and objectives of the Local Enterprise Partnership

Prioritising Transport Schemes

- LIP is a starting point – but what are the highest priorities within the existing list?
- LTP will enable proper cost / benefit prioritisation against the Plan's outcomes and objectives to ensure a fully justified Delivery Plan
- Maximising opportunities arising from schemes and other infrastructure Plans that partners or others are leading – for example Rail
- Need to accept that some schemes either can't or won't happen – and focus on those that can

Travel Behaviour

- Increasingly important in a “capital poor” world
- Outcomes – ability to develop more sustainable communities and reduce reliance on the network - could be significant. However needs buy-in & a broader range of Stakeholders to engage
- A higher quality & more modern offer is part of this, e.g. importance of integrated bus operations
- Approaches being refined in developing Eco Bicester project, and will need to be core part of other major development areas

Securing Funding

- Realistic scenario – “maintenance only” for capital for the next few years – need to protect existing assets and not create a future backlog
- Maximising use of existing Developer and other contributions to deliver agreed schemes
- Positioning Oxfordshire to head the queue for Government funding opportunities
- Not just relying on development taking place - leveraging in private sector / business funding where there is clear benefit to all parties

Next Steps for this Group

- Promoting LTP and the consultation – we want Stakeholders & the public to have their say
- Ensuring the Plan addresses the issues that the SPIP wants it to – e.g. reviewing how it supports the LIP and the growth agenda. A dedicated session at the next meeting is planned for this
- Shaping the Final Plan post-consultation in the context of the spending review & other changes