

Local Transport and Connectivity Plan – consultation report July 2022

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1. Summary

Consultation on the Local Transport and Connectivity Plan (LTCP) and supporting strategies for Freight, Active Travel and Innovation commenced on 5 January 2022 and closed on 16 March 2022. Respondents were invited to provide feedback on the LTCP document Freight and Logistics Strategy, Active and Healthy Travel Strategy and Innovation Framework. A summary of key headlines is provided below.

LTCP headlines

- Overall support for the proposals and policies.
- Challenge about how the overall LTCP outcomes and targets will be achieved.
- Rural areas not sufficiently considered and provided for by current policies.
- Disabled residents transport needs not considered or provided for by current policies and a greater emphasis on inclusivity is required.
- Question / challenge around how the LTCP will be delivered.
- Question how the document will be monitored, particularly the headline targets.
- Suggestion to adopt 'vision zero' approach to road safety and
- Need to better explain is meant by decarbonisation and 'net-zero'.
- Policy wording needs to be strengthened throughout the document.
- Suggestion to include LTP4 review and lessons learned.

Freight and Logistics Strategy headlines

- Generally, proposals were well supported.
- Need to review the proposed approach for deciding environmental weight restrictions and what weight limit is applied.
- Need for action to address inappropriate HGV movement with several local issues identified.
- Further detail is needed about how the strategy will be delivered.
- Need to engage with the freight and industry as work is progressed.

Active and Healthy Travel Strategy headlines

- Generally strong support for the policies and actions proposed.
- Questions about the deliverability of the strategy.
- Whilst supported overall, stakeholders opposed the dual choice network.
- Need for a greater emphasis on walking and inclusivity.
- General stakeholder opposition to proposals to develop an Oxfordshire cycle design guide.
- Suggestions to adopt the Vision Zero approach to road safety.

Innovation Framework headlines

- High levels of support for most principles.
- Few comments and clear themes.
- Various comments about the delivery of the framework to consider.
- Reiterated public concerns about the safety and privacy of innovative technology.

2. Introduction

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

We have developed and consulted upon the LTCP in 3 stages. This process began in March 2020 and has allowed for ongoing public engagement at each stage of the project. The stages of development that we have conducted are:

- Stage 1 – Topic Paper Engagement
- Stage 2 – Development of Vision Document
- Stage 3 – Development of LTCP and supporting documents

Prior to the LTCP consultation, we engaged with the public and key stakeholders on 2 occasions: topic paper engagement in March 2020 and the vision document consultation in February 2021. In total we received 1044 responses to the engagement exercises, both from individuals and organisations. Analysis of these responses helped to shape the content of the LTCP.

The purpose of this report is to document the LTCP consultation process, provide information on the number of responses received and provide a summary of the themes identified in the responses.

The responses received as part of this consultation will be used to refine the LTCP and supporting strategies before they are adopted by the council in July 2022.

3. How we engaged

Consultation on the LTCP document and supporting strategies commenced on 5 January 2022 and closed on the 16 March 2022. Respondents were invited to comment on the LTCP document as well as the supporting strategies for freight, active travel and innovation.

The LTCP consultation was hosted on the council's Let's Talk Oxfordshire webpage. There was one survey covering the LTCP and all supporting strategies. Due to the broad range of topics covered in the LTCP and supporting documents the questionnaire was structured in a way that enabled respondents to select the topics they are interested in. The 'skip logic' on the Let's Talk Oxfordshire webpage then displayed the relevant questions and passed those that are not relevant.

The questionnaire contained summary information about the topic or policy in question. This was to help respondents understand the question and make an informed choice, without having to open the corresponding document.

We also utilised the 'idea boards' function on Let's Talk Oxfordshire. These enabled respondents to provide free text responses to questions on key topics. Topics chosen were rural areas and freight. These were different to the traditional survey format and allowed respondents to engage with the consultation in an alternative way.

To ensure that all residents could take part in the consultation, we offered the option to request a hard copy of any documentation, return surveys by post or give comments over the phone by contacting the council's helpline.

The LTCP consultation was promoted in a range of ways. We also conducted various engagement exercises to promote the consultation and help with understanding of the documents. These activities are summarised in the following sections.

Public and external stakeholders

The following activities have been conducted with the public and external stakeholders:

- Stakeholder contacts emailed in December 2021 to notify them of upcoming consultation and share a link to the October cabinet papers
- Stakeholder contacts emailed in January 2022 to notify them of the consultation start and share a link to the consultation webpage
- Engaged with LTCP Steering Group throughout the development process
- Hosted 6 webinars to introduce the LTCP and supporting strategies and conduct a question and answer session:
 - Parish and Town councils (24th January and 1st February)
 - General public (25th January and 7th February)
 - Businesses (26th January)
 - Transport stakeholders (20th January)
- Presentation and discussion at meetings of:
 - Oxfordshire Active Travel Roundtable (10th January)
 - Oxfordshire Transport and Access group (19th January)
 - Parish Transport Representatives (9th February)

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- Unlimited Oxfordshire (23rd February)
 - Oxfordshire Association of Local Councils (7th March)
- Individual meetings with:
 - Oxfordshire Pedestrians Association
 - Road Haulage Association
- Active and Healthy Travel Strategy shared with Active Travel Co-Production Group and workshop to discuss key issues
- Ongoing social media communications using Facebook, Twitter, Nextdoor and Your Oxfordshire
- Posters in libraries
- Press release

In order to target harder to reach audiences, the communications budget was weighted to target under-represented demographics. The demographic data of respondents was reviewed at the consultation mid-point and the targeted advert spending adjusted accordingly.

Oxfordshire County Council Members

The following activities have been conducted with county council members:

- Notification of upcoming consultation on member newsletter in December 2021
- Notification of consultation live and link to consultation on member newsletter in January 2022
- Presentation and Q&A at all January 2022 member locality meetings
- Provided with 'member toolkit' on virtual resource centre. This included FAQs, a short introductory presentation and key questions
- All member briefing (1st March)

City and District Councils

The following activities have been conducted with the City and District Councils:

- District officer webinar (1st February)
- All member briefing for each district:
 - Oxford City (14th February)
 - Cherwell (16th February)
 - West Oxfordshire (1st March)
 - South & Vale (7th March)

4. Who responded to the consultation

When responses were submitted via the online form, some demographic information was also recorded. However, it was not a requirement for participants to answer these questions, therefore this section may not be fully representative. This section provides an overview of the demographic information collected to understand who responded to the consultation.

This information helps us to understand how we should use the information, particularly where groups may be under or over-represented. It also helps us to understand how effective our engagement was.

Type of respondent

In total 1178 responses to the consultation were received. This met the overall campaign objective to achieve 1000 completed consultations.

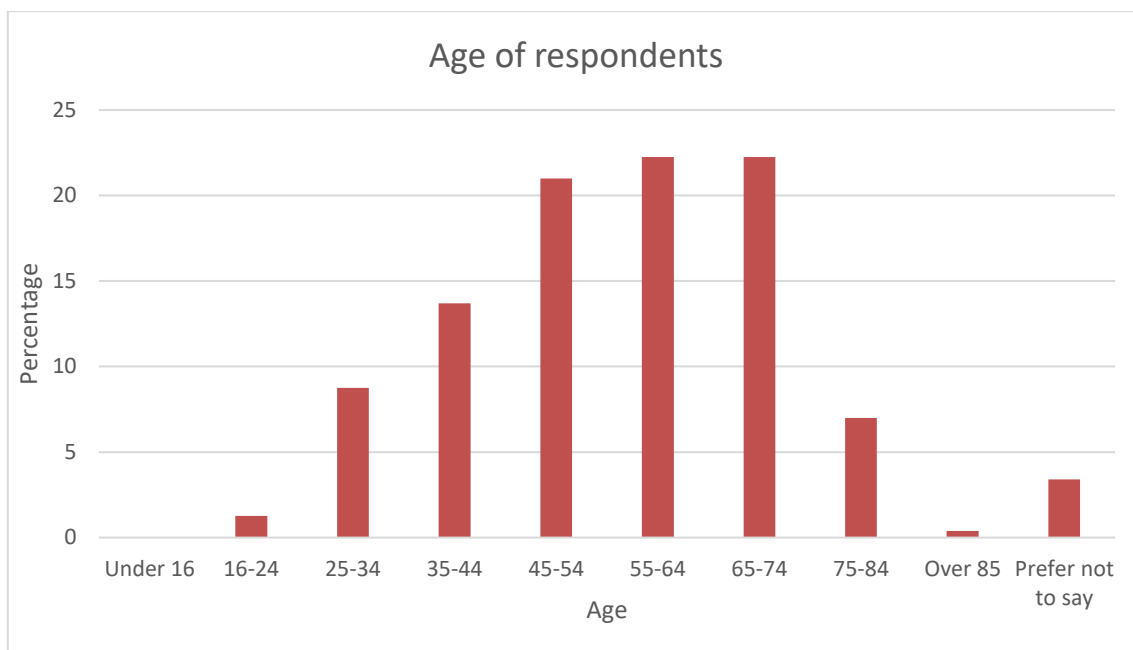
1058 responded using the online web-form and 120 written submissions were received. Of those that responded, 1086 were on behalf of individuals and 92 were on behalf of organisations. The full list of organisations that responded can be found in appendix 1 of this report.

Beyond the formal responses received, the consultation was successful in raising awareness about the LTCP and council's future transport proposals. In total 230,737 people were reached using social media. This means 230,737 individual people read information about the consultation posted by the county council. There were also 18,000 visits to the consultation webpage, of these 7,100 were informed participants meaning they downloaded a document, visited multiple pages or contributed.

Age of respondents

There were responses from all age groups apart from the under 16 category. The largest number of responses comes from residents aged 55-64 and 65-74 (both received 22% of all responses).

Whilst there were fewer responses to the LTCP consultation from young people, we have drawn on a range of data from other work. For example, during development of the council's strategic plan, stakeholder engagement sessions were held with young people where they identified 'Investing in an inclusive, integrated, and sustainable transport network' as the number one priority.



Gender of respondents

There was a higher number of males responding (51%), than females (43%). The remainder of respondents preferred not to say (5%).

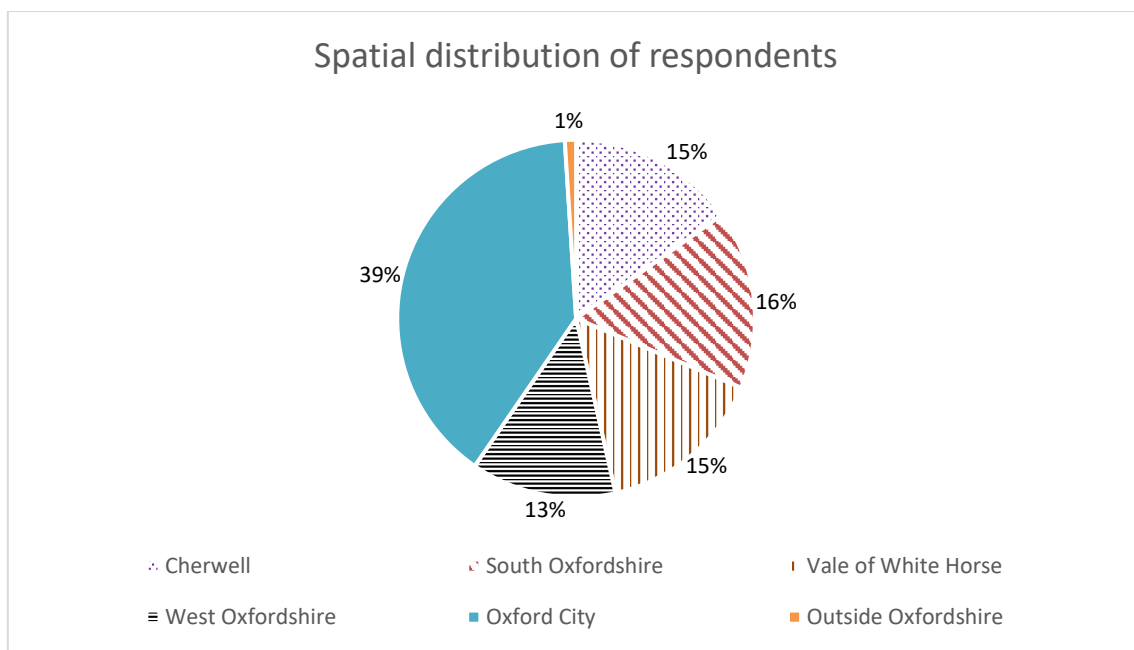
Ethnicity of respondents

The majority of respondents were white (84%). This is in line with the county as a whole (90% white British or other white). 2% of respondents were of mixed ethnicity and 1% were of other ethnicities. This is in line with county averages.

Ethnic Groups that were underrepresented were Asian/Asian British (1% of responses vs 4% of county residents) and Black or Black British (0% of responses vs 2% of county residents). 11% of respondents preferred not to say.

Spatial distribution of respondents

There were respondents from all Oxfordshire districts. The highest proportion of respondents was from Oxford City (39%). There was a fairly equal distribution of residents from the other districts with the lowest proportion of respondents being from West Oxfordshire (13%).



Health and disability

Respondents were asked whether their day to day activities are limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months.

The majority of respondents (79%) stated that they are not limited, 16% of respondents said they are limited, with 13% stating they are limited a little and 3% limited a lot. The remaining 5% selected prefer not to say.

5. LTCP survey

In total 1020 people responded to the LTCP survey. As previously highlighted, the LTCP consultation asked residents to select the sections they wished to answer and did not require respondents to answer every question. Respondents were free to respond to as many, or as few questions as they wanted. This means that the number of responses to each section varies.

LTCP vision

To what extent do you support the vision?

Overall, the majority of respondents supported the vision with 55% selecting 'strongly support' and 21% selecting 'partially support'. This is compared to 11% of respondents selecting 'strongly oppose' and 9% selecting 'partially oppose'.

Therefore overall, 76% of respondents supported the vision, compared to 20% opposed.

Do you have any further comments on the vision?

Respondents identified a very wide range of additional considerations in response to this question. In total 16 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Total	Percentage
	P	M	N		
Cars	3	80	25	108	10
Delivery	0	69	23	92	9
Public transport	2	68	16	86	8
Active travel	7	45	19	71	7
Opposition	0	0	71	71	7
Rural	0	44	17	61	6
Road safety	0	59	1	60	6
Accessibility	0	36	23	59	6
Cost	0	28	9	37	4
Support	30	0	0	30	3
Growth	0	14	16	30	3
Other	1	17	0	18	2
Freight	0	8	0	8	1
Digital connectivity	0	6	2	8	1
Connectivity	0	3	1	4	0
Health	0	2	0	2	0

Cars

Comments about 'cars' were varied and included both support and opposition to car use. The most common comment about 'cars' was highlighting that car use will still be

required in the future, particularly for residents in rural areas (27% of 'cars' comments). 15% of 'cars' comments suggested a greater focus on Electric Vehicles and 10% opposed restrictions on cars. However, 9% of 'cars' comments supported restrictions on car use and 6% opposed support for Electric Vehicles highlighting the varied views on this topic.

Other comments about 'cars' included suggested measures to reduce car ownership (4%), questions about the definition of unnecessary individual private vehicle use (4%) and support for zero emission zones (3%).

Delivery

Comments about 'delivery' were a recurring theme through all of the LTCP survey. On this question comments largely questioned the deliverability of the document (45% of 'delivery' comments). Similarly, 15% of 'delivery' comments highlighted the need for a delivery plan. 17% of 'delivery' comments suggested that the LTCP delivery timescales should be sooner.

Other comments about 'delivery' included the need for delivery across the county (4%), the need for engagement with residents (2%) and the need for enforcement (2%).

Public transport

Comments about 'public transport' were another recurring theme through all of the LTCP survey. On this question comments highlighted the need to improve the bus network (28% of 'public transport' comments). Similarly, 22% of comments made bus service suggestions.

Other comments about 'public transport' highlighted the need for reliability (11%), the need to improve rural services (11%) and the need for integration (5%).

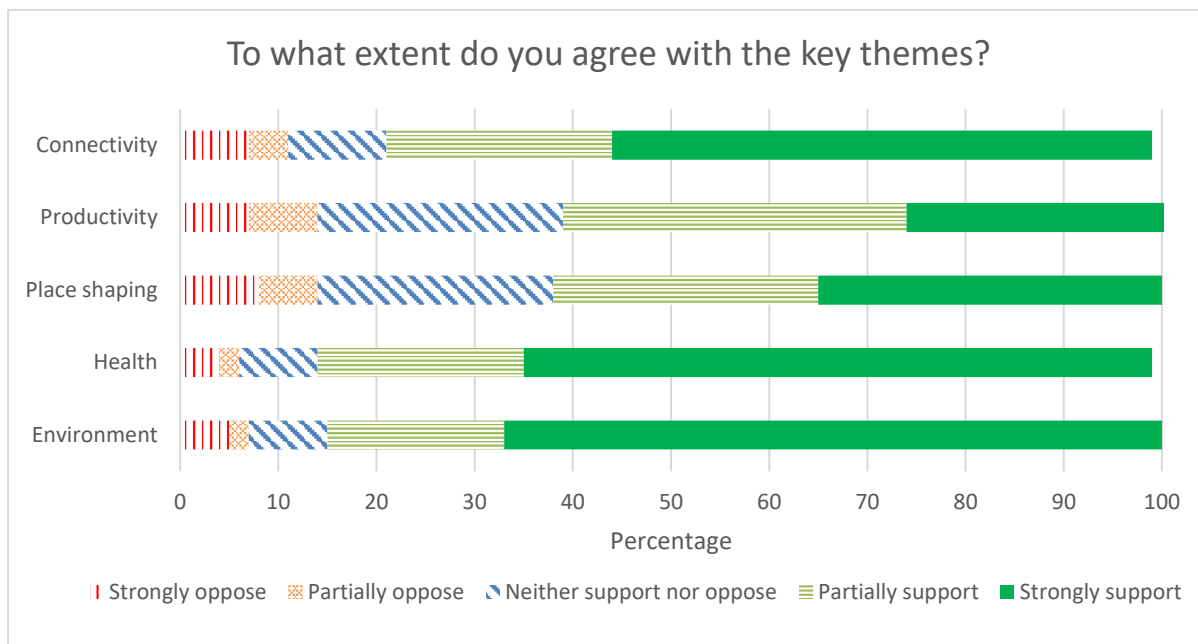
Key themes

To what extent do you agree with the key themes?

The majority of respondents agreed with the key themes with an average support of 74%. The 'environment' and 'health' key themes were strongly supported with 67% and 64% of respondents selecting strongly support respectively.

There was less support for the 'productivity' and 'place shaping' key themes but this can largely be attributed to a high percentage of 'neither support nor oppose' due to confusion about the meaning of the terms.

Theme	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Environment	5	2	8	18	67
Health	4	2	8	21	64
Place shaping	8	6	24	27	35
Productivity	7	7	25	35	27
Connectivity	7	4	10	23	55



Do you have any further comments on the key themes?

Respondents again identified a very wide range of additional considerations in response to this question. In total 18 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Place shaping	0	63	12	75	7
Delivery	0	35	16	51	5
Opposition	0	0	50	50	5
Productivity	0	32	10	42	4
Connectivity	0	22	3	25	2
Accessibility	0	17	4	21	2
Road safety	0	19	0	19	2
Other	0	16	1	17	2
Environment	0	14	1	15	1
Public transport	1	10	1	12	1
Active travel	1	9	1	11	1
Cars	0	6	3	9	1
Growth	0	0	9	9	1
Rural	0	6	2	8	1
Cost	0	8	0	8	1
Digital connectivity	0	2	5	7	1
Support	7	0	0	7	1
Health	0	4	0	4	0

Place shaping

The majority of comments about ‘place shaping’ were questioning what the term meant (70% of ‘place shaping’ comments). Similarly, other comments questioned its deliverability (5%) and suggested changing the name to ‘healthy place shaping’ (4%).

Delivery

Comments about delivery again focused on the need for a delivery plan (29% of ‘delivery’ comments) and questions about deliverability of the key themes (25%)

Other ‘delivery’ comments highlighted the need to improve current delivery (18%), the need to reflect the key themes in planning (8%) and highlighting that current work does not match the key themes (8%).

Opposition

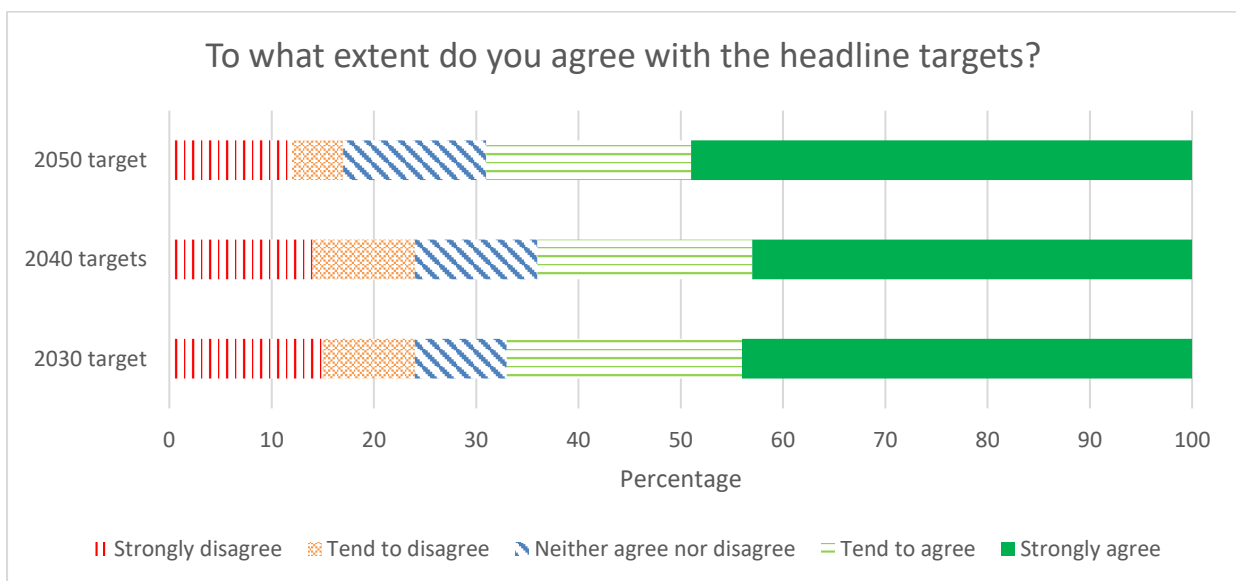
‘Opposition’ comments largely expressed general opposition to the key themes without providing further detail (46% of ‘opposition’ comments). 34% of comments opposed the key themes because they were too vague and 16% opposed because the key themes restrict freedom of movement.

Headline targets

To what extent do you agree with the headline targets?

Overall, the majority of respondents agreed with the headline targets with an average of 67% selecting ‘strongly agree’ or ‘tend to agree’. Support was fairly consistent across the 3 headline targets.

Target	Strongly disagree (%)	Tend to disagree (%)	Neither agree nor disagree (%)	Tend to agree (%)	Strongly agree (%)
2030 target	15	9	9	23	44
2040 targets	14	10	12	21	43
2050 target	12	5	14	20	49



Do you have any further comments on the headline targets?

Respondents comments were generally focused on the ambition of the headline targets and the deliverability of them. In total 8 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Ambition	0	182	17	199	20
Delivery	0	84	30	114	11
Public Transport	0	50	1	51	5
Cars	0	42	6	48	5
Other	0	35	0	35	3
Rural	0	16	5	21	2
Support	14	0	0	14	1
Road safety	0	11	0	11	1
Freight	0	4	0	4	0

Ambition

All of the 'ambition' comments were about the need for the targets to be more ambitious. These comments particularly highlighted the climate emergency and the need for more action in the next 10 years.

Delivery

Comments about 'delivery' covered a range of topics but largely focused on the need for a clear delivery plan about how the targets will be delivered (24% of 'delivery' comments). There were also a number of comments that questioned the deliverability of the targets (20%).

Public transport

Comments about 'public transport' largely highlighted the need for the public transport network to be improved if the targets are to be met (80% of 'public transport' comments).

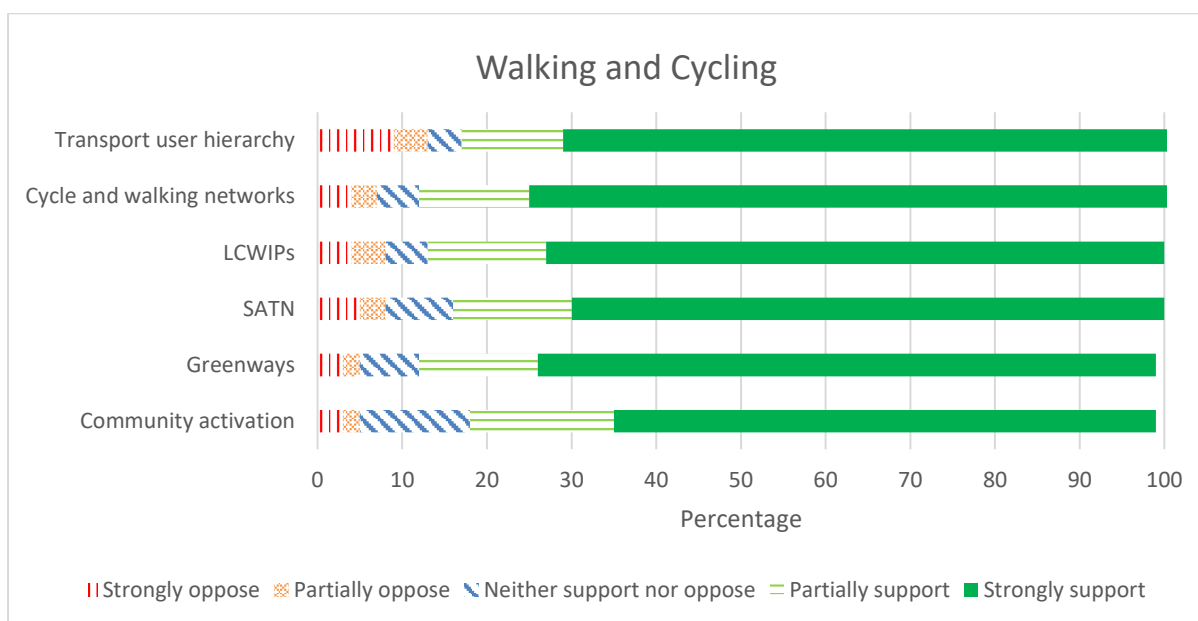
Walking and cycling

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

Overall, there was strong support for the policies set out in the walking and cycling chapter with the policies in this chapter averaging 85% 'strongly support' or 'partially support'.

All policies had over 80% support. The policies with the highest levels of support were 'cycling and walking networks' (88% support), LCWIPs and Greenways (both 87% support). None of the policies had mixed levels of support or were not supported.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Transport user hierarchy	9	4	4	12	72
Cycle and walking networks	4	3	5	13	76
LCWIPs	4	4	5	14	73
SATN	5	3	8	14	70
Greenways	3	2	7	14	73
Community activation	3	2	13	17	64



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

There were a large number of comments on the 'walking and cycling' policies, particularly in relation to cycling. There were some clear themes within the topics however these were generally related to walking and cycling more generally rather than what was proposed by the policies.

In total 11 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Cycling	0	112	5	117	19
Delivery	0	46	4	50	8
Opposition	0	0	37	37	6
Support	28	0	0	28	4
Vision zero	0	28	0	28	4
Accessibility	0	19	8	27	4
Rural	0	25	0	25	4

Cars	0	12	6	18	3
Maintenance	0	12	0	12	2
Equestrians	0	4	3	7	1
Walking	0	5	0	5	1

Cycling

Comments about 'cycling' primarily made general comments about what changes are required to encourage cycling or current issues. The 3 main areas were the need to improve safety (31% of 'cycling' comments), local issues (27%) and the need for segregated cycle paths (21%).

Other comments highlighted the need for better cyclist education (8%) and improved cycle parking (7%).

Delivery

Comments about 'delivery' largely highlighted the need for action to deliver more walking and cycling infrastructure (30% of 'delivery' comments) and the need to improve the quality of infrastructure that is delivered (28%).

Other comments highlighted the need for enforcement (14%), the need to engage with stakeholders during delivery (14%) and the need for a more detailed delivery plan (6%).

Opposition

The majority of 'opposition' comments expressed opposition to the dual choice network (57% of 'opposition' comments). The dual choice network is not referenced in the LTCP, this is a policy in the Active and Healthy Travel Strategy. Further analysis of reasons for this opposition is provided there.

Other 'opposition' comments were primarily expressing general opposition to the proposals (32%).

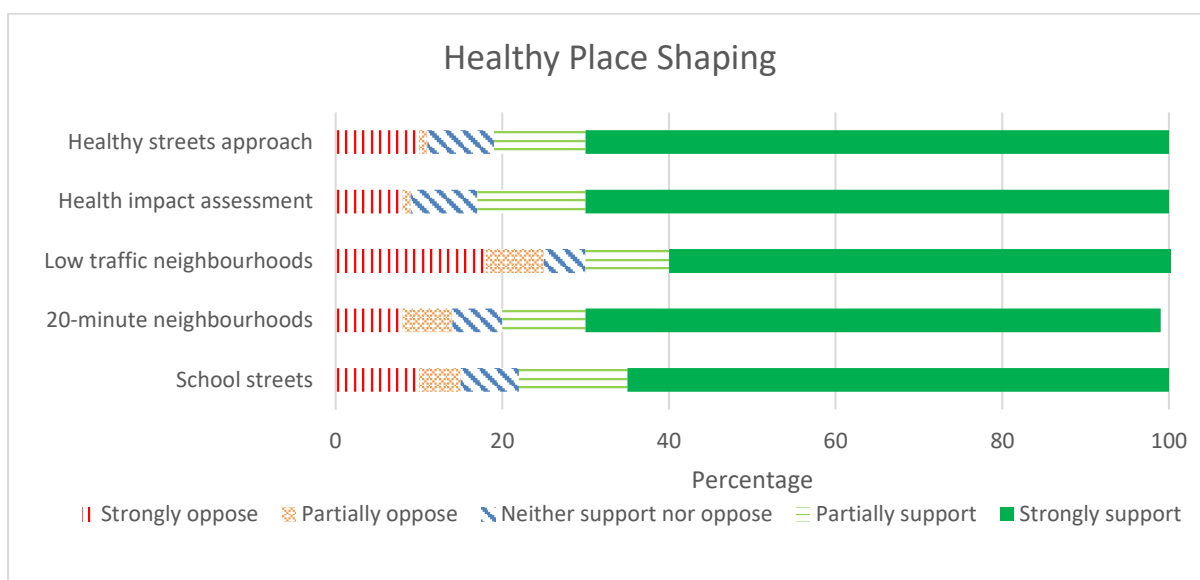
Healthy place shaping

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

Overall, there was strong support for the policies set out in the 'healthy place shaping' chapter with the policies in this chapter averaging 78% 'strongly support' or 'partially support'.

All policies had over 70% support. The policies with the highest levels of support were 'health impact assessments' (83% support) and 'healthy streets approach' (18% support). 'Low Traffic Neighbourhoods' had a higher level of 'strongly oppose' (18%) but still had strong support overall with 61% strongly supporting. None of the policies had mixed levels of support or were not supported.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Healthy streets approach	10	1	8	11	70
Health impact assessment	8	1	8	13	70
Low traffic neighbourhoods	18	7	5	10	61
20-minute neighbourhoods	8	6	6	10	69
School streets	10	5	7	13	65



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

There were a lower number of comments on the ‘healthy place shaping’ policies. There were few clear themes with the most comments expressing support for the policies, with the second top category being opposition to the policies. In total 10 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Support	18	0	0	18	8
Opposition	0	0	15	15	7
Delivery	0	14	0	14	6
Active Travel	1	5	3	9	4
Cars	0	7	0	7	3
Growth	0	7	0	7	3
Rural	0	6	0	6	3
Road Safety	0	2	1	3	1
Accessibility	0	1	1	2	1
Other	0	1	0	1	0

Support

The majority of 'support' comments were expressing general support for the healthy place shaping approach (61% of 'support' comments). Other comments expressed support for LTNs (28%) and School Streets (11%).

Opposition

The majority of 'opposition' comments were expressing opposition to LTNs (73% of 'opposition' comments). The remainder of 'opposition' comments expressed general opposition.

Delivery

As with other areas of the LTCP survey, there were a number of comments questioning the deliverability of the policies (43% of 'delivery' comments). The deliverability of 20-minute neighbourhoods was a particular area highlighted. Other comments included the need for a joined up network (21%), the need for enforcement (7%) and the need for bus gates (7%).

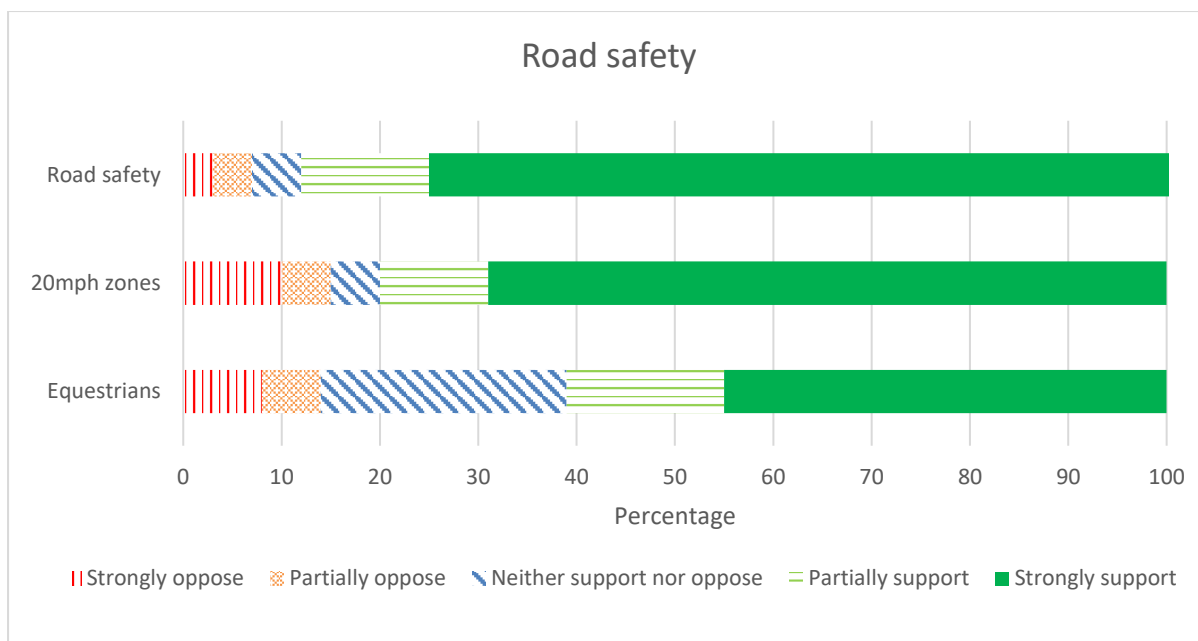
Road safety

To what extent do you support the policies set out in the 'Road Safety' chapter?

The majority of respondents supported the policies set out in the 'road safety' chapter with policies in this chapter averaging 77% 'strongly support' or 'partially support'. The 'road safety' policy was particularly well supported with 76% of respondents 'strongly supporting' the policy.

The 'equestrians' policy had a lower level of support however this can largely be attributed to the high proportion of 'neither support nor oppose' (25%). This is likely due to the specialist nature of the policy.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Road safety	3	4	5	13	76
20mph zones	10	5	5	11	69
Equestrians	8	6	25	16	45



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

Respondents comments generally focused on suggested ways to improve road safety. In total 8 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Road Safety	0	54	2	56	17
Delivery	0	31	1	32	9
Other	0	23	0	23	7
Active Travel	0	18	0	18	5
Opposition	0	0	14	14	4
Support	12	0	0	12	4
Rural	0	5	0	5	1
Accessibility	0	3	0	3	1

Road safety

The majority of ‘road safety’ comments suggested that the county council adopt a vision zero approach to road safety (59% of ‘road safety’ comments). It was highlighted that this approach should be reflected in the LTCPs overall vision.

The other key areas mentioned were the need to improve road maintenance to protect cyclists (16% of comments) and the need to address HGVs, particularly in rural areas (14% of comments).

Delivery

Comments about delivery largely highlighted the need for enforcement to improve road safety (56% of 'delivery' comments). The need to enforce 20mph zones and pavement parking were specifically highlighted by a number of respondents.

Other 'delivery' comments highlighted the need for a delivery plan (16%), the need for action (6%) and raised questions about the deliverability of the 20mph zone proposals (6%).

Other

'Other' comments were largely local road safety issues. These are not applicable to this stage of the LTCP and will be passed onto relevant teams.

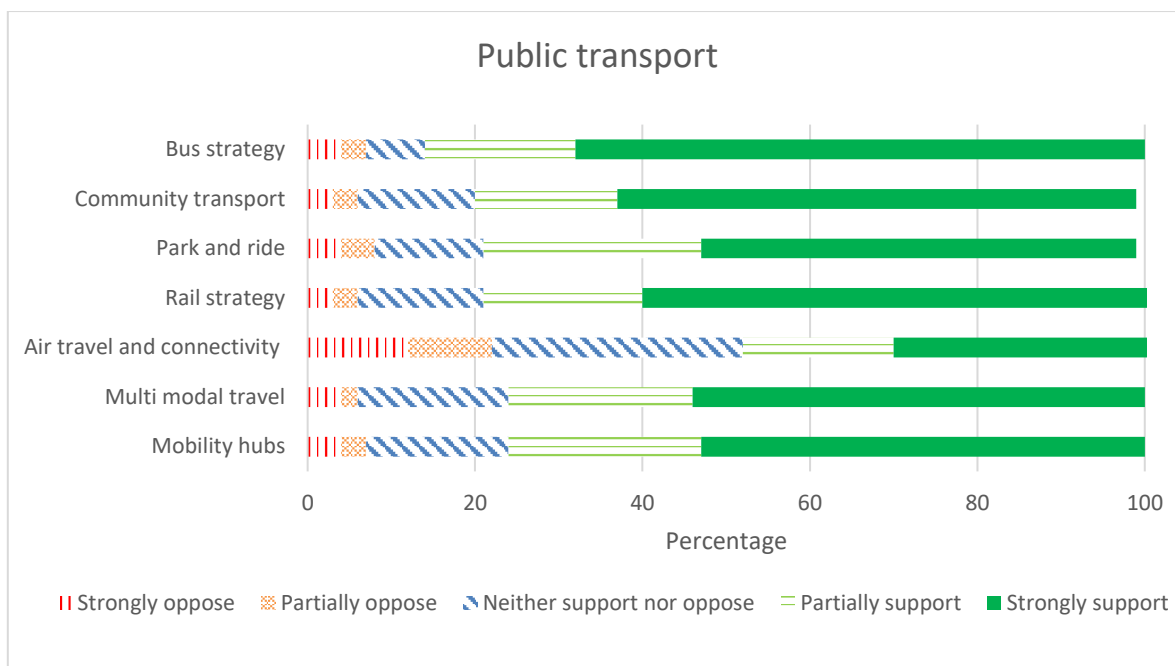
Public transport

To what extent do you support the policies set out in the 'Public Transport' chapter?

Overall, the policies in 'public transport' chapter were well supported with policies in this chapter averaging 75% 'strongly support' or 'partially support'. The 'bus strategy' policy was particularly well supported with 86% of respondents 'strongly' or 'partially' supporting the policy. The importance of buses and the need to improve the public transport system to meet the LTCPs goals was a recurring comment throughout the questionnaire.

The 'air travel and connectivity' policy had significantly less support than the other policies with 49% support vs 22% oppose. This was largely due to questions about whether air travel should be promoted due to its carbon emissions. There were also questions about the inclusivity of the policy.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Bus strategy	4	3	7	18	68
Community transport	3	3	14	17	62
Park and ride	4	4	13	26	52
Rail strategy	3	3	15	19	61
Air travel and connectivity	12	10	30	18	31
Multi modal travel	4	2	18	22	54
Mobility hubs	4	3	17	23	53



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

Respondents identified a very wide range of additional considerations in response to this question. Whilst there was a large number of comments, there were few dominant themes reflecting the wide range of topics covered. In total 11 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Public Transport	0	28	32	60	13
Cost	0	26	23	49	10
Opposition	0	0	37	37	8
Other	1	27	7	35	7
Rural	0	11	13	24	5
Delivery	0	2	6	8	2
Accessibility	0	5	2	7	1
Active travel	0	3	4	7	1
Support	5	0	0	5	1
Park and Ride	0	1	2	3	1
Ticketing	0	1	2	3	1

Public transport

General comments about ‘public transport’ were wide ranging and included a range of suggested ways to improve the bus system in Oxfordshire or complaints about the current system.

The most comments were around the need for more bus services (37% of public transport comments), the need to stop cuts to bus services (28%) and the need for reliable bus services (12%).

Cost

Comments about 'cost' were all related to the need to make bus services cheaper in Oxfordshire. This included suggestions to make bus services free for young people, free park and ride and subsidised bus fares.

Opposition

'Opposition' comments largely focused on opposition to the 'air travel and connectivity' policy (89% or 'opposition' comments). This reflects the lower levels of support for this policy in the previous question. Comments highlighted air travels contribution to emissions and questioned how this could fit with the LTCPs ambitions.

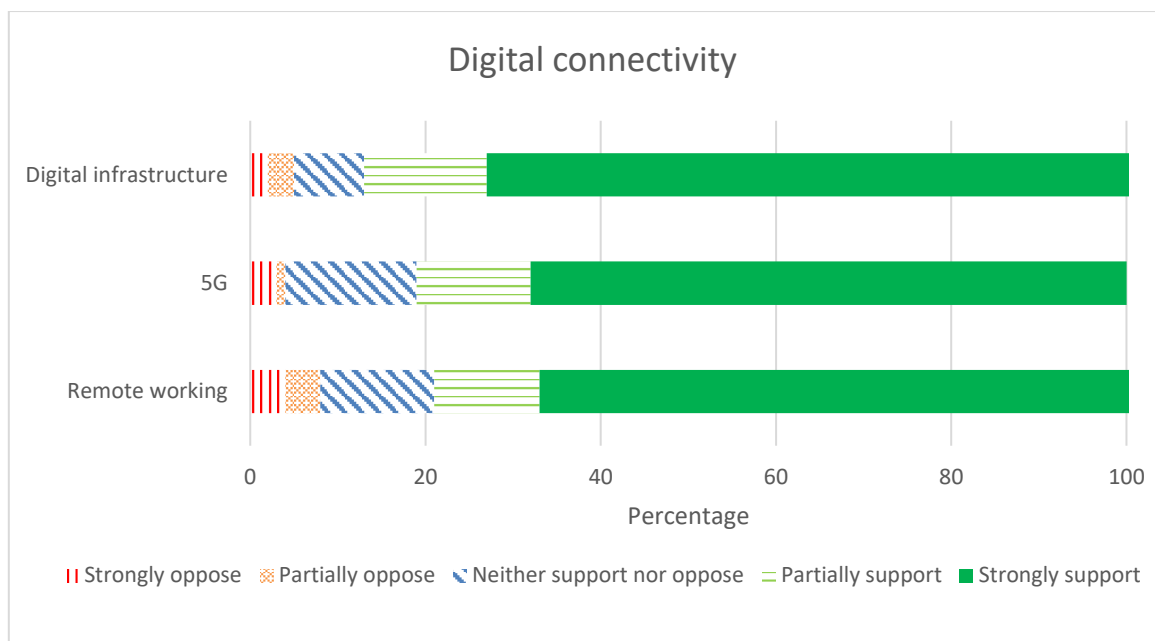
Other 'opposition' comments expressed opposition to park and rides due to the fact they encourage driving and general opposition to the proposals.

Digital connectivity

To what extent do you support the policies set out in the 'Digital connectivity' chapter?

There were high levels of support for all of the 'digital connectivity' policies with policies in this chapter averaging 83% 'strongly support' or 'partially support'. The 'digital infrastructure' policy was particularly well supported with 74% of respondents strongly supporting the policy. There was not any mixed levels of support or opposition to the policies in this section.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Digital infrastructure	2	3	8	14	74
5G	3	1	15	13	68
Remote working	4	4	13	12	68



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

Respondents identified a wide range of additional considerations, with few clear themes arising within each broad category. In total 9 different topics were identified, with a very wide range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Digital Connectivity	2	7	16	25	14
Rural	1	5	8	14	8
Health	0	2	9	11	6
Accessibility	0	2	8	10	6
Growth	0	1	6	7	4
Other	0	1	6	7	4
Delivery	0	1	4	5	3
Environment	0	1	1	2	1
Public Transport	0	1	0	1	1

Digital Connectivity

Comments about ‘digital connectivity’ were a broad range of comments, personal views or suggestions. These included both support for the approach as well as concerns about the focus on reducing the need to travel and how improvements would be delivered. There were no clear themes arising within the category.

Rural

Comments about rural areas largely highlighted the need to improve rural digital infrastructure (46% of ‘rural’ comments) and consider rural areas during digital infrastructure work (31%). Other comments highlighted the need to ensure

infrastructure in rural areas is sensitive to the environment and suggested the establishment of local hubs for remote working.

Health

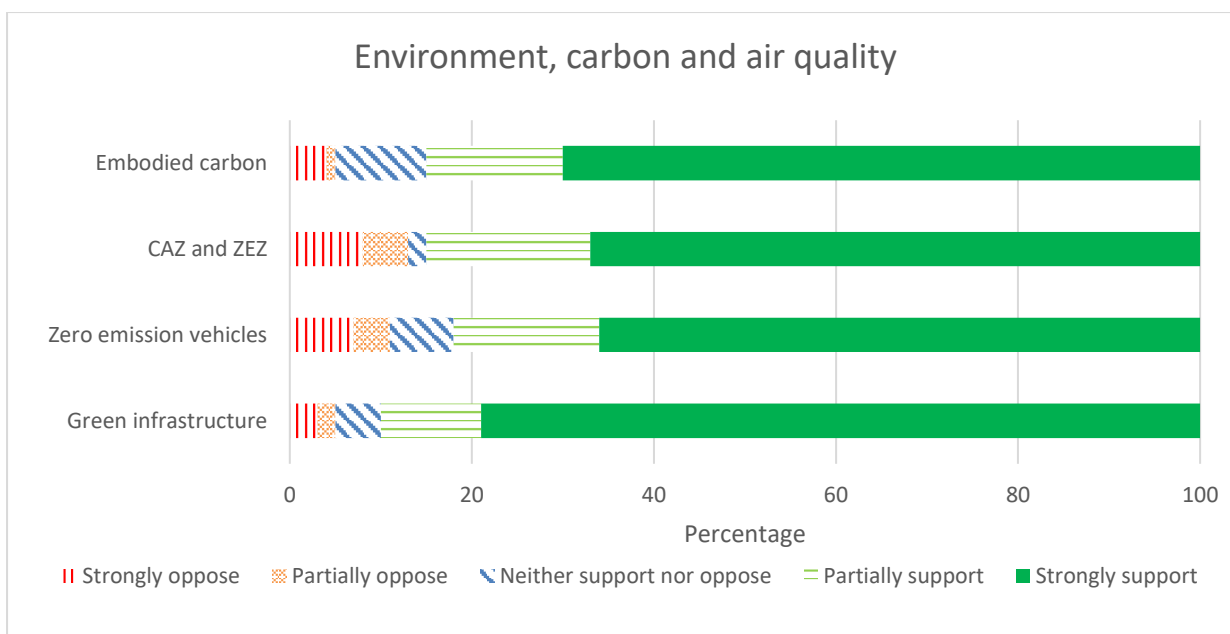
Comments about ‘health’ covered 2 main areas. These were comments about remote working not being good for mental health and the need to ensure face to face meetings are still possible. Comments in this area were closely related and largely highlighted the ongoing importance of travel and interaction.

Environment, carbon and air quality

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

Policies in the ‘environment, carbon and air quality’ chapter were very strongly supported with policies in this chapter averaging 85% ‘strongly support’ or ‘partially support’. The ‘Green Infrastructure’ policy was particularly well supported with 79% of respondents strongly supporting. There was not any mixed levels of support or opposition to the policies in this section.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Embodied carbon	4	1	10	15	70
CAZ and ZEZ	8	5	2	18	67
Zero emission vehicles	7	4	7	16	66
Green infrastructure	3	2	5	11	79



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

Respondents identified a wide range of additional considerations in response to this question. The majority of comments were about cars and specifically the role of Electric Vehicles. In total 16 different topics were identified, with a very wide range of

specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Cars	0	12	44	56	17
Delivery	0	8	20	28	9
Environment	0	7	8	15	5
Growth	1	4	9	14	4
Active Travel	1	2	9	12	4
Emissions	0	2	10	12	4
Cost	0	3	7	10	3
Public Transport	0	5	4	9	3
Connectivity	0	5	3	8	2
Other	3	3	2	8	2
ZEZ	0	5	3	8	2
Health	1	0	5	6	2
Parking enforcement	0	0	4	4	1
Rural	0	4	0	4	1
Accessibility	0	1	2	3	1
HGVs	0	0	2	2	1

Cars

The largest number of comments were about 'cars'. Within this category most comments were either about electric vehicles or the role of electric vehicles. Comments covered both support for more electric vehicles and opposition to electric vehicles highlighting the complexity of this area.

The largest number of comments expressed concerns about the life time emissions of electric vehicles (20% of 'cars' comments). These comments highlighted both the emissions involved with production of electric vehicles, emissions related to energy generation and concerns about disposal of batteries.

17% of 'cars' comments highlighted that electric vehicles are currently too expensive for the majority of residents. 12% of comments suggested prioritising car use should be the priority as electric vehicles still contribute to issues such as congestion.

However, 7% of 'cars' comments suggested electric vehicles should be promoted more in the LTCP and 7% highlighted the need for more charging infrastructure. This highlights the broad range of views received on this area.

Delivery

As with other areas of the survey, there were a number comments about delivery of the proposals. Comments in this area were very wide ranging with few clear themes. However, 20% of 'delivery' comments all highlighted the need for ambitions in this area to be delivered sooner.

There were not any other recurring themes but comments included the need to deliver more electric vehicle charging infrastructure, both support and opposition to the Oxford Zero Emission Zone and the need for a delivery plan.

Environment

There were no clear themes in the 'environment' comments however suggestions included the need for more street trees, the need to protect the Green Belt and suggestions to reference the Nature Recovery Network.

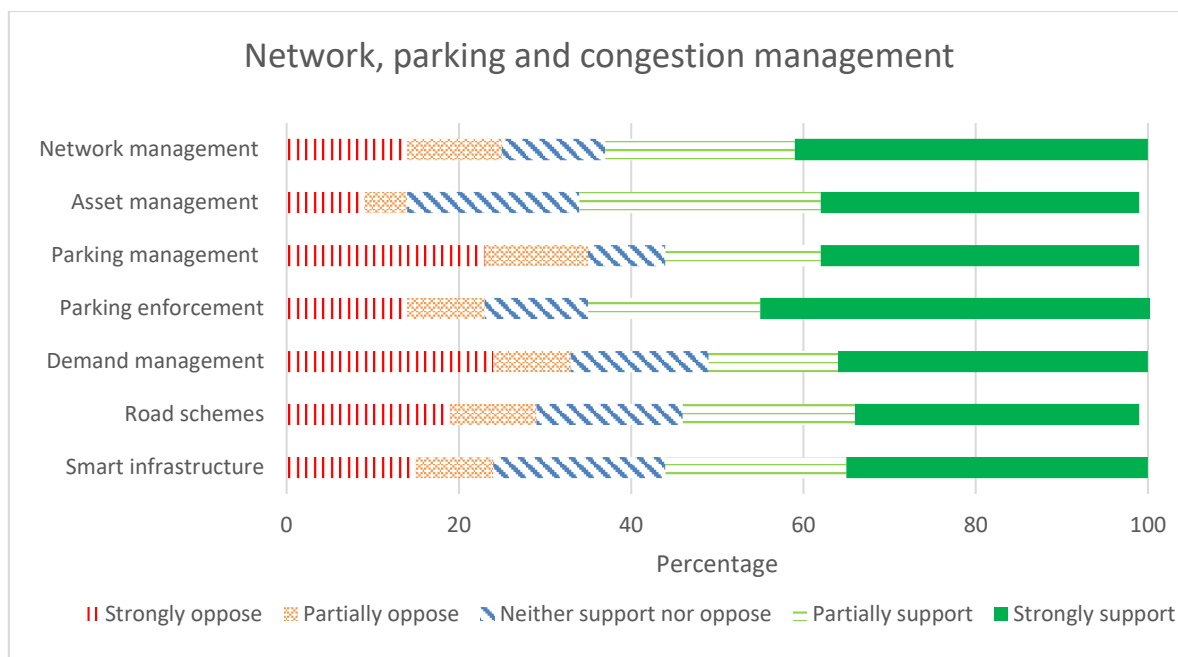
Network, parking and congestion management

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

There were lower levels of support for the policies in the 'network, parking and congestion management' chapter with policies in this chapter averaging 58% 'strongly support' or 'partially support'. The lower levels of support for policies in this chapter are likely related to the restrictions on car use proposed by policies in the chapter.

However, despite having lower levels of support all of the policies were still supported overall. The 'demand management' and 'parking management policies' had the highest levels of opposition (24% and 23% strongly oppose respectively) but were still supported overall. Both of these policies propose potential restrictions on car use which likely contributed to the lower levels of support.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Network management	14	11	12	22	41
Asset management	9	5	20	28	37
Parking management	23	12	9	18	37
Parking enforcement	14	9	12	20	46
Demand management	24	9	16	15	36
Road schemes	19	10	17	20	33
Smart infrastructure	15	9	20	21	35



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

Respondents identified a very wide range of additional considerations in response to this question. This reflects the larger number of policies in this chapter which also cover a range of topics.

In total 18 different topics were identified, with a very wide range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Parking Management	0	28	6	34	12
Active Travel	3	10	17	30	10
Parking Enforcement	3	15	7	25	9
Delivery	0	12	12	24	8
Public Transport	0	21	2	23	8
Congestion Management	0	17	2	19	7
Cars	1	9	6	16	6
Accessibility	0	9	5	14	5
Network Management	0	10	3	13	5
Opposition	0	4	7	11	4
Rural	0	0	10	10	3
Demand Management	1	6	3	10	3
Cost	0	6	2	8	3
Roadworks	0	4	2	6	2
Growth	0	1	4	5	2
Motorcycles	0	4	0	4	1

Smart Infrastructure	0	2	1	3	1
Asset Management	0	2	0	2	1

Parking management

The largest number of comments about 'parking management' were opposition to parking restrictions or suggesting parking restrictions have negative effects (29% of 'parking management' policies).

However, 24% of 'parking management' comments suggested that more need to be done to discourage parking in town centres. This reflects the complexity of this area and range of opinions on parking restrictions.

Other comments highlighted the need for more cycle parking (12%), need to consider groups that require parking (9%) and need to consider local businesses needs (6%).

Active travel

The majority of comments about active travel highlighted the negative effects of LTNs (43% of active travel comments). Whilst the LTN policy was not included in this chapter, comments were due to the 'demand management' and 'parking management' policies which have links to LTNs.

Other comments highlighted the need to improve walking and cycling infrastructure (23%), scheme requests and local issues (10%) and support for LTNs (7%).

Parking enforcement

'Parking enforcement' comments largely supported policy proposals to tackle pavement parking. Comments highlighted the negative impact pavement parking has, particularly on disabled and older residents. It was also suggested the policy should be expanded to cover parking on cycle paths.

Other comments highlighted the need for effective enforcement (28%), the need to tackle HGV parking (4%) and local issues (4%).

Innovation

To what extent do you support the policies set out in the 'Innovation' chapter?

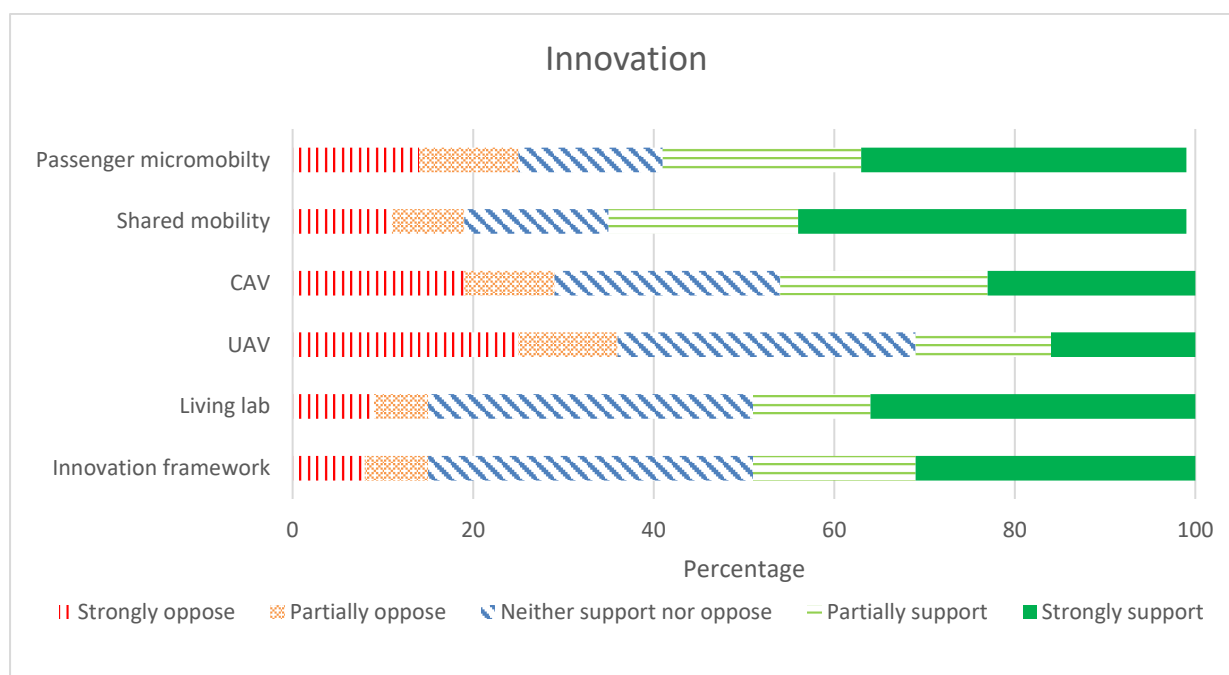
Policies in the 'innovation' chapter had the lowest level of support in the LTCP with an average of 49% 'strongly support' or 'partially support'. All of the policies were still supported overall apart from the 'Unmanned Aerial Vehicle' (UAV) policy. This was the only policy in the LTCP that was not supported overall with 36% oppose compared to 31% support.

The reasons for this opposition were largely existing negative attitudes towards the technology, concerns about privacy and concerns about safety. It should be noted that this policy was generally misunderstood by respondents as it relates to futureproofing and not active deployment.

All of the policies in this chapter had a higher level of 'neither support nor oppose', particularly the policies associated with more innovative technology such as

Connected and Autonomous Vehicles (CAV) and UAVs. It is unclear why this was but was likely due to a lack of understanding about the technologies proposed.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Innovation framework	8	7	36	18	31
Living lab	9	6	36	13	36
UAV	25	11	33	15	16
CAV	19	10	25	23	23
Shared mobility	11	8	16	21	43
Passenger micromobility	14	11	16	22	36



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

Respondents comments offered some insight to why the levels of support were lower in this section but there were a limited number of comments on topics such as UAVs and CAVs limiting understanding as to why these policies had less support.

As highlighted previously the comments that were received expressed negative attitudes towards the technology, concerns about privacy and concerns about safety. These comments generally misunderstood the policies which are about futureproofing rather than active deployment.

In total 13 different topics were identified, with a very wide range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
E-scooters	0	18	0	18	13
Safety	0	14	1	15	11
Innovation Framework	3	9	1	13	10
UAVs	0	3	7	10	7
CAVs	3	5	1	9	7
Shared transport	3	1	0	4	3
Other	0	1	3	4	3
Rural	0	2	1	3	2
Delivery	0	2	0	2	1
Electric Vehicles	1	0	1	2	1
Social Acceptance	0	1	0	1	1
Growth	0	0	1	1	1
Roadworks	0	1	0	1	1

E-scooters

The majority of comments about 'e-scooters' were questioning their safety (39% of e-scooter comments). Similarly, 22% of comments suggested the need for regulation and enforcement highlighting the level of concern around the safety and deployment of e-scooters.

Other comments included questions about the affordability of e-scooters (6%), suggestion to ban e-scooters from cycle lanes (6%) and the need for clear monitoring and review (6%).

Safety

Comments about 'safety' highlighted general concern about the use of innovative transport technologies. The comments focused on the need to monitor user behaviour (40% of 'safety' comments), provide safety assurances for the use of new technology (33%) and change relevant regulations (20%).

Innovation Framework

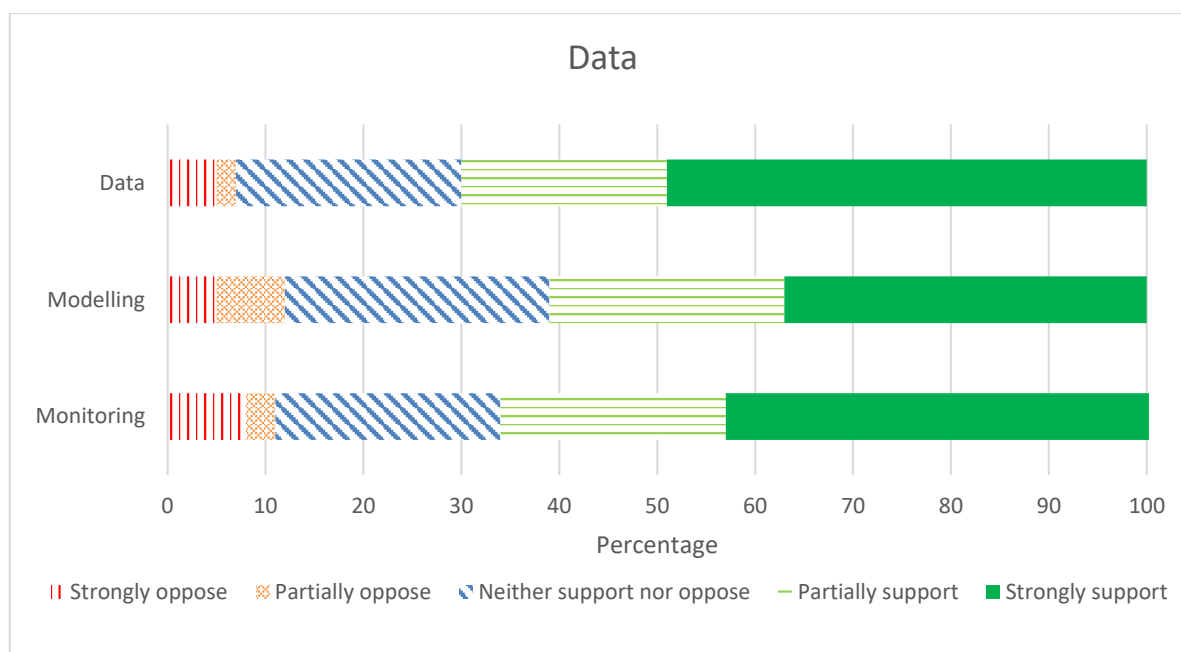
Comments about the 'innovation framework' were more varied with fewer clear themes. The most common comments were around the need to use innovation alongside other measures (23% of 'innovation framework' comments) and concerns that the technology mentioned is not yet mature enough (23%). There were also comments expressing support for the Innovation Framework (15%).

Data

To what extent do you support the policies set out in the 'Data' chapter?

Policies in the 'data' chapter were all supported with an average of 66% 'strongly support' or 'partially support'. All of the policies had low levels of opposition but a higher proportion of 'neither support nor oppose' likely due to the more specialist nature of the policies.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Monitoring	8	3	23	23	45
Modelling	5	7	27	24	37
Data	5	2	23	21	49



Do you have any further comments on the 'Data' policies?

There was a lower number of responses the 'data' chapter as a whole and a considerably lower number of written comments. This is again likely due to the more specialist nature of these policies.

The comments that were received can largely be grouped into 4 topics. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Data sharing/modelling	1	11	0	12	28
Transport strategy	0	5	1	6	14
Active Travel	2	0	0	2	5
Network Management	0	1	0	1	2

Data sharing/modelling

The majority of comments about 'data sharing/modelling' were about the need to make transport monitoring and modelling results publicly available (58% of 'data sharing/modelling' comments). Similarly, the other main comment topic was around the need for transparency about what models are used (25%).

Transport strategy

Comments about ‘transport strategy’ suggested that transport schemes should be based on publicly available data and that more effective engagement with the public when designing transport schemes is needed.

Active Travel

The comments about ‘active travel’ both highlighted that relevant data will allow effective LTN performance evaluation.

Freight and logistics

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

Overall, the majority of respondents supported the policies set out in the freight and logistics chapter with the policies in this chapter averaging 71% ‘strongly support’ or ‘partially support’. None of the policies in this chapter had mixed levels of support or were opposed.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Cycle freight	13	6	17	15	49
Freight consolidation	8	5	10	27	50
Freight and logistics strategy	10	4	14	20	51



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

Respondents identified a range of additional considerations in response to this question. This included a number of local issues related the inappropriate movement of HGVs.

The comments that were received can largely be grouped into 11 topics. The topics identified are shown on the table below. This includes an indication as to whether the

comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Freight Consolidation	2	30	6	38	21
Cycle Freight	0	13	8	21	11
HGVs	0	19	0	19	10
Delivery	1	8	2	11	6
Freight and Logistics Strategy	1	7	3	11	6
Collaboration	0	6	0	6	3
Electric Vehicles	0	5	0	5	3
Rural	0	4	0	4	2
Other	0	4	0	4	2
Enforcement	0	3	0	3	2
Network Management	0	2	0	2	1

Freight consolidation

There were a wide range of comments related to 'freight consolidation' with only one clear recurring topic. This was suggestions that more rail freight movement and consolidation should be conducted (24% of 'freight consolidation' comments).

Other comments were very wide ranging with no clear themes. Comments included suggestions that freight consolidation is not feasible (8%), potential negative impacts of consolidation (8%) and local suggestions (8%).

Cycle freight

Comments about 'cycle freight' were mainly questions about its feasibility (33% of 'cycle freight' comments) and its feasibility in rural areas (24%). There were also questions about the employment practices of cycle freight operators (14%) and opposition to specific existing services (10%).

HGVs

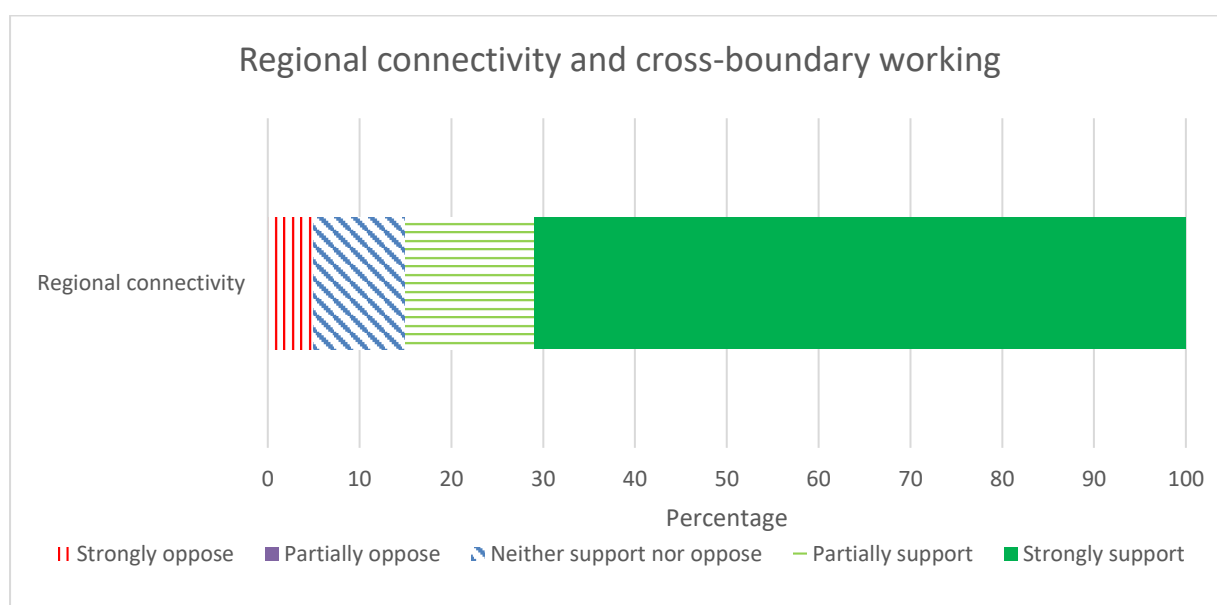
Comments about HGVs were nearly all about the need to reduce the number of HGVs through towns and villages. There were a number of local examples provided from across the county in relation to this. There were also suggestions that need for HGVs to follow direct vision standard.

Regional connectivity and cross-boundary working

To what extent do you support the policies set out in the 'Regional connectivity and cross-boundary working' chapter?

There was only one policy in the 'regional connectivity and cross-boundary' working chapter which was very well supported with 85% of respondents selecting 'strongly support' or 'partially support'. Only 5% of respondents opposed the policy.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Regional connectivity	5	0	10	14	71



Do you have any further comments on the 'Regional connectivity and cross-boundary working' policies?

There were a range of comments in response to this question. These comments were wide ranging and generally had limited correlation to the LTCP policy. The comments that were received can be grouped into 7 topics. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Connectivity	0	24	1	25	27
Public Transport	0	12	0	12	13
Delivery	0	7	2	9	10
Cooperation	0	5	0	5	5
Other	0	0	3	3	3
Cost	0	2	0	2	2
Active Travel	0	1	0	1	1

Connectivity

There were three main comment areas in relation to 'connectivity'. These were the need for better cross boundary bus connectivity (32% of 'connectivity' comments), the need for county boundaries to have closer attention (24%) and the need for better regional rail connectivity (20%). Comments about buses and rail overlap with the 'public transport' topic and highlight the importance of improving regional public transport connectivity to respondents.

Public transport

As with 'connectivity' the majority of 'public transport' comments were about the need to improve regional and cross boundary public transport. This included specific service suggestions and the need to improve rural cross-boundary buses.

Delivery

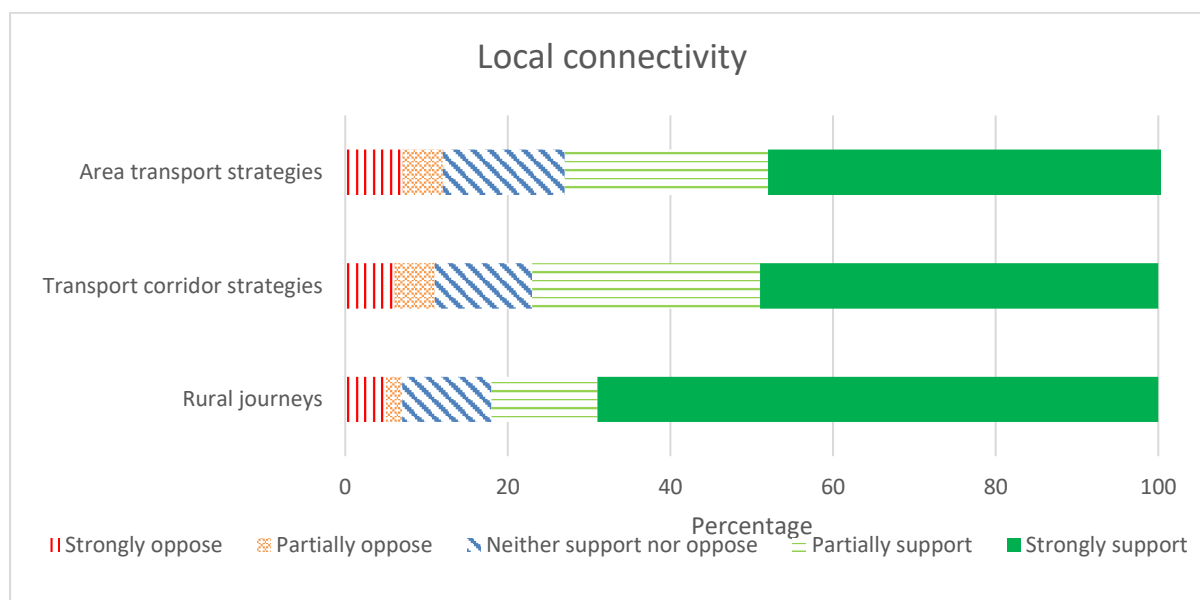
As with other areas of the LTCP survey, comments about 'delivery' highlighted the need for a delivery plan (56% of 'delivery' comments). There were also suggestions to amend the policy and implement a new governance model for regional working.

Local connectivity

To what extent do you support the policies set out in the 'Local connectivity' chapter?

Overall, the policies in the 'local connectivity' chapter were all well supported with 77% of respondents selecting 'strongly support' or 'partially support'. The 'rural journeys' policy was particularly well supported with 69% of respondents strongly supporting the policy.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Rural journeys	5	2	11	13	69
Transport corridor strategies	6	5	12	28	49
Area transport strategies	7	5	15	25	49



Do you have any further comments on the 'Local connectivity' policies

Respondents identified a wide range of additional considerations in response to this question, however there were two main topics which are 'public transport' and 'rural'. There was a significantly lower number of comments in the other topic areas.

In total the comments received can be grouped into 14 topics. The topics identified are shown on the table below. This includes an indication as to whether the comment was

positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Public Transport	0	40	0	40	15
Rural	0	36	2	38	15
Transport strategy assessment	0	8	6	14	5
Active Travel	0	11	1	12	5
Delivery	1	10	0	11	4
Transport Corridors	0	9	0	9	3
Network Management	0	7	0	7	3
Other	0	6	0	6	2
Cost	0	4	0	4	2
Accessibility	0	3	0	3	1
Growth	0	1	1	2	1
Electric Vehicles	0	2	0	2	1
Road Safety	0	2	0	2	1
Freight and Logistics	0	1	1	2	1

Public transport

There were a number of topics about 'public transport' however the majority were about the need to improve the public transport network (55% of 'public transport' comments). This reflects the comments received to previous questions.

Other comments included the need to improve reliability (5%), the need to improve rail services (5%) and the need to improve frequency (5%). Again, these comments largely reflect comments received elsewhere.

Rural

Similarly, the majority of 'rural' comments were about the need to improve public transport services in rural areas (58% of 'rural' comments). Other comments suggested the LTCP needs to do more to consider rural areas (13%), the need to improve walking and cycling infrastructure in rural areas (8%) and the need to improve rural connectivity by all transport modes (8%).

Transport strategy assessment

Comments about 'transport strategy assessment' were to do with the development of the area transport strategies and area transport strategy policy. These comments highlighted the need for the area strategies to be supported on a non-political basis (43% of 'transport strategy assessment' comments). Other comments included suggestions to engage with parish councils during development (14%) and expressed opposition to the proposed approach (14%).

Integrated Sustainability Appraisal (ISA)

Do you have any comments on the appraisal findings presented in the ISA Report which accompanies the consultation version of the LTCP?

Respondents were asked if they had any comments on the ISA that accompanied the LTCP. There were very few relevant comments to this question and no clear themes. This is likely due to the more technical nature of the ISA and the fact this was the last survey question and was therefore used for general final comments. Those comments of relevance have been passed onto the consultants that produced the ISA.

Stakeholder engagement

The analysis of LTCP responses includes both public and stakeholder comments. However, we received a number of survey responses from stakeholders and representatives of others such as our District and City Councils, Walking and Cycling Groups and Disability Groups. The full list of groups can be found in appendix 1. We also conducted specific engagement with some stakeholder groups as outlined previously.

During analysis stakeholder feedback has been specifically highlighted and dealt with accordingly to reflect the collective nature of the response. Stakeholder comments were generally more specific than public comments and related to a very wide range of topics. However, we have provided a high level summary of key issues from 3 different stakeholder groups in this section.

Transport groups

- Overall support for the policy approach.
- Concerns about delivery of the transport user hierarchy.
- Need for clarity about zero-carbon / net-zero / carbon neutral.
- Suggestions to consider the difference between long trips and short trips.
- Concerns about how the headline targets would be monitored and the need for more detail about how they will be delivered.
- Opposition to air travel policy.
- Suggestions to adopt 'vision zero' approach to road safety.
- Suggestions to strengthen policy wording throughout the document.
- Suggestions for new Key Performance Indicators.
- Suggestions to include a review of LTP4 and lessons learned.

Disability and equality

- Disabled residents transport needs not considered or provided for by current policies and a greater emphasis on inclusivity is required.
- Document does not include images of disabled people.
- Suggestions to recognise the importance of asset management for disabled people.
- Need to improve engagement with disabled and vulnerable people during scheme design.
- Suggestions to support/re-introduce demand responsive transport schemes.
- Support for mobility hubs.

Town and parish councils

- General support for the approach.
- Need to better consider rural areas and how the policies will help to meet rural residents transport needs.
- Need to improve public transport provision in rural areas.
- Concerns about HGVs and inappropriate movement. Suggestions that freight is included in the vision, targets and Key Performance Indicators.
- Suggestions for a greater focus on road safety.
- Questions about applicability of some policies to rural areas.
- Need to better consider disabled and older residents transport needs.

LTCP key issues

In summary, key issues identified through the consultation were:

- Challenge about how the overall LTCP outcomes and targets will be achieved.
- Rural areas not sufficiently considered and provided for by current policies.
- Disabled residents transport needs not considered or provided for by current policies and a greater emphasis on inclusivity is required.
- Question / challenge around how the LTCP will be delivered.
- Question how the document will be monitored, particularly the headline targets.
- Suggestion to adopt 'vision zero' approach to road safety
- Need to better explain is meant by decarbonisation and 'net-zero'.
- Policy wording needs to be strengthened throughout the document.
- Suggestion to include LTP4 review and lessons learned.

6. Freight and Logistics Strategy survey

The draft Freight and Logistics Strategy was also subject to public consultation. There were a set of optional more detailed questions on the strategy that respondents had the choice of completing.

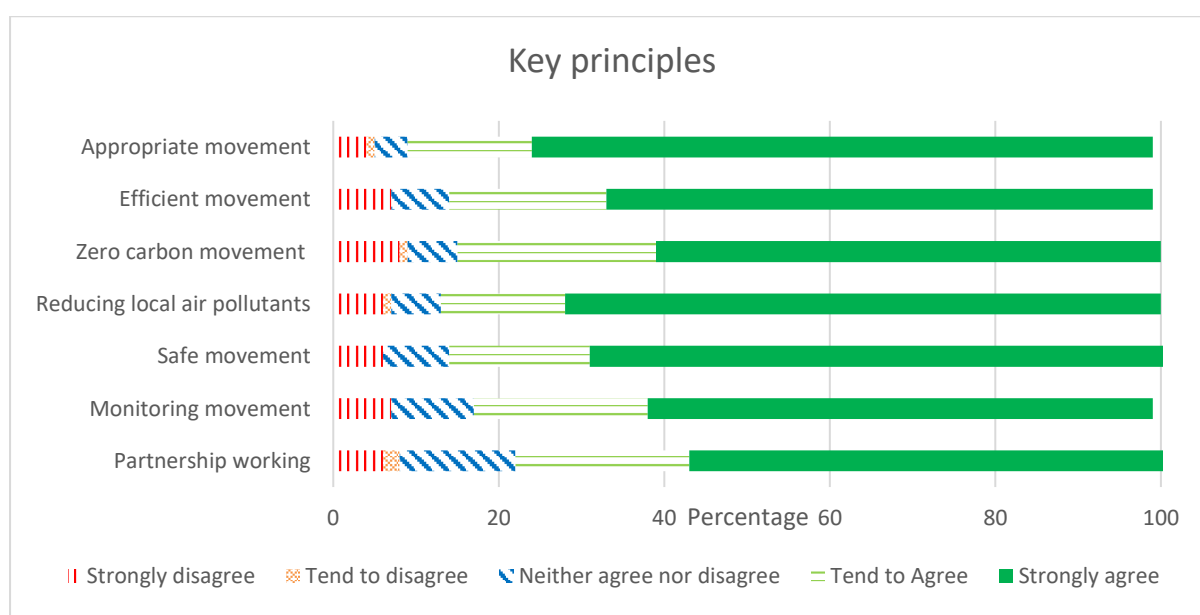
In total 83 people responded to the Freight and Logistics Strategy survey. As with the main LTCP survey, respondents were not required to answer every question and so the number of responses to each section varies.

Key principles

To what extent do you agree with the key principles?

There was strong support for the key principles with an average of 85% of respondents selecting 'strongly agree' or 'partially agree'. The 'Appropriate movement' key principle was particularly well supported with 75% of respondents strongly agreeing. All of the key principles had less than 10% disagree.

Principle	Strongly disagree (%)	Tend to disagree (%)	Neither agree nor disagree (%)	Tend to Agree (%)	Strongly agree (%)
Appropriate movement	4	1	4	15	75
Efficient movement	7	0	7	19	66
Zero carbon movement	8	1	6	24	61
Reducing local air pollutants	6	1	6	15	72
Safe movement	6	0	8	17	70
Monitoring movement	7	0	10	21	61
Partnership working	6	2	14	21	58



Do you have any further comments on the key principles?

Respondents identified 7 topics for consideration in response to this question, however the majority were focused on 'HGVs'. There was a significantly lower number of comments in the other topic areas. Generally comments to this question were not about the key principles and were instead more general comments about freight.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
HGVs	0	11	5	16	22
Delivery	1	2	2	5	7
Environment	0	4	0	4	6
Other	0	1	1	2	3
Road safety	0	1	0	1	1
Opposition	0	0	1	1	1
Support	1	0	0	1	1

HGVs

The majority of 'HGV' comments highlighted the need to keep HGVs on appropriate routes (50% of 'HGV' comments). Local issues with inappropriate HGV movement were highlighted in Chipping Norton and Henley.

Other 'HGV' comments highlighted the need for enforcement (25% of 'HGV' comments), the need for consolidation (13%) and the need to support HGVs (6%). As noted previously, these comments were more general freight suggestions and not directly related to the key principles.

Other topics

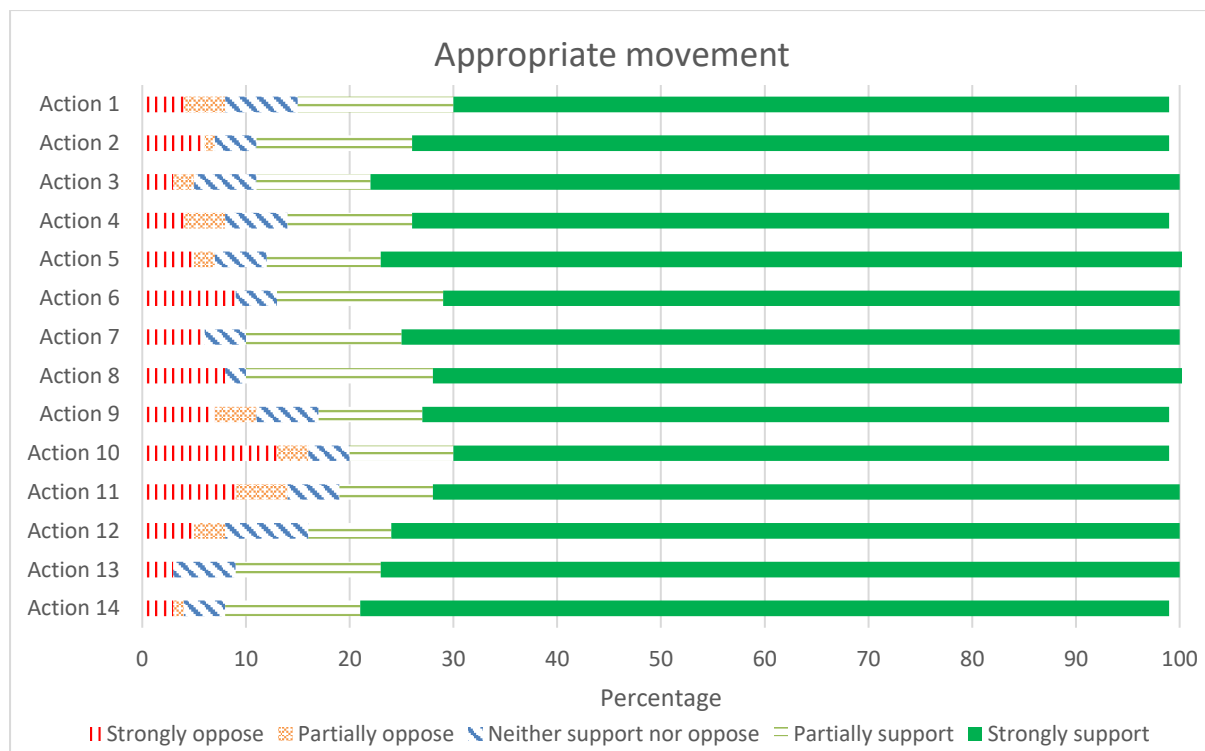
There were few recurring comments under the other topics and so no additional analysis is provided.

Appropriate movement**To what extent do you support the actions proposed in the 'Appropriate movement' chapter?**

The actions in the 'appropriate movement' chapter were very strongly supported with actions in this chapter averaging 86% 'strongly support' or 'partially' support. All policies had over 80% support apart from action 10 (79% support).

Actions 13 and 14 were particularly well supported with 77% and 78% of respondents strongly supporting respectively.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 1	4	4	7	15	69
Action 2	6	1	4	15	73
Action 3	3	2	6	11	78
Action 4	4	4	6	12	73
Action 5	5	2	5	11	78
Action 6	9	0	4	16	71
Action 7	6	0	4	15	75
Action 8	8	0	2	18	73
Action 9	7	4	6	10	72
Action 10	13	3	4	10	69
Action 11	9	5	5	9	72
Action 12	5	3	8	8	76
Action 13	3	0	6	14	77
Action 14	3	1	4	13	78



Do you have any further comments on the actions in the ‘Appropriate movement’ chapter?

Respondents identified 5 topics for consideration in response to this question. The majority were focused on ‘delivery’ reflecting trends seen elsewhere in the LTCP consultation. Comments were more focused on the actions in the strategy but there were still a number of more general freight comments, particularly in relation to local issues.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	13	3	16	22
HGVs	0	5	6	11	15
Rail	0	5	0	5	7
Opposition	0	0	3	3	4
Support	1	0	0	1	1

Delivery

Most comments about 'delivery' highlighted the need for enforcement if the proposals are to be successful (31% of 'delivery' comments). These comments largely related to the need for enforcement of weight restrictions and appropriate routes to tackle inappropriate HGV movement.

Other comments about 'delivery' were similar to those about the overall LTCP. This included comments highlighting the need for funding to deliver the proposals (19% of 'delivery' comments) and questions about the deliverability (19%).

HGVs

As with the previous question, comments about HGVs primarily highlighted the need to keep HGVs on appropriate routes (45% of 'HGV' comments). Similarly, there were a number of comments again highlighting issues with inappropriate HGV movement in Henley (36%).

Other topics

Comments about 'rail' all suggested that there should be a greater use of rail freight. All 3 'opposition' comments opposed the proposal that new weight restrictions would be 18t.

Efficient movement

To what extent do you support the actions proposed in the 'Efficient movement' chapter?

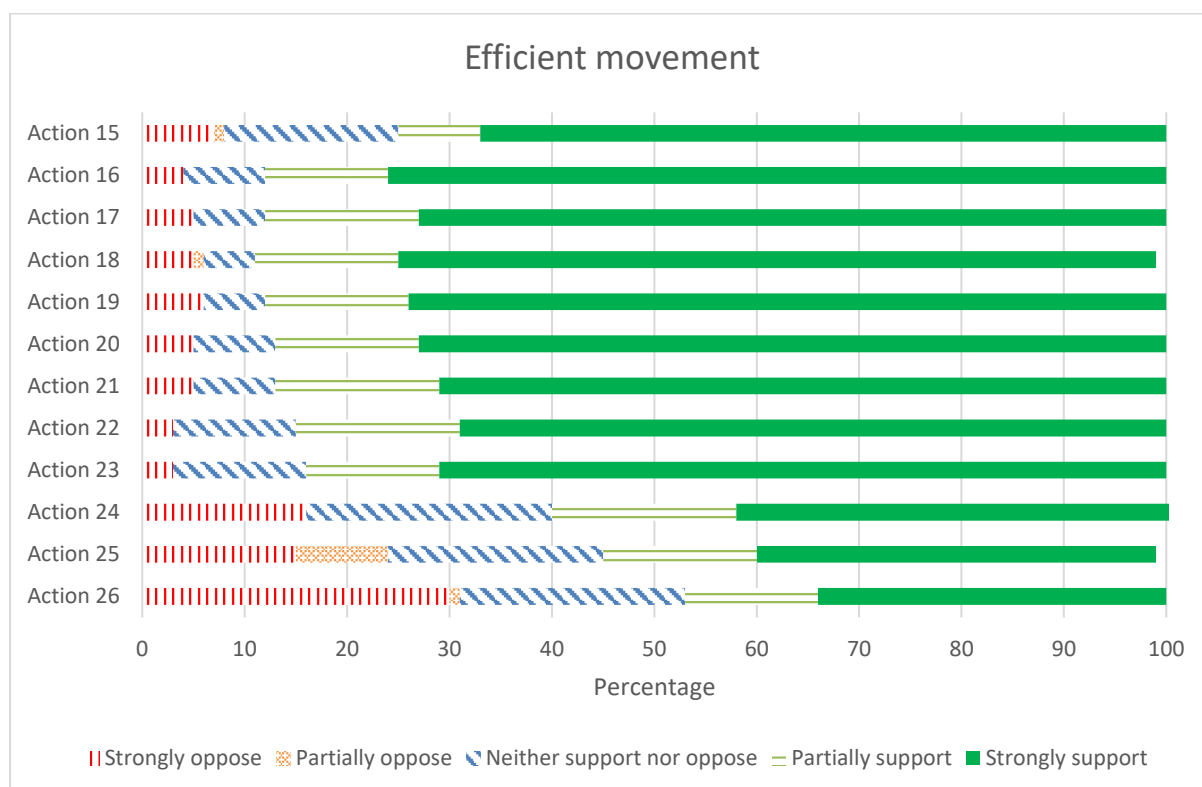
Overall, the majority of respondents agreed with the actions in the 'efficient movement' chapter with the actions averaging 78% 'strongly agree' or 'tend to agree'. Actions 16-23 were particularly well supported with all actions having 70% or more of respondents choosing 'strongly agree'.

Actions 24-26 had notably less support than the others in this chapter but were still supported overall. Action 26 had a much higher level of 'strongly disagree' than the other actions (30% 'strongly disagree').

These actions were all related to future technology and lower levels of support reflects what was seen with the 'innovation' policies in the LTCP. It is unclear from responses why these actions had less support, particularly action 26 which is related to

considering future technology. However, we can use the insight from the main LTCP to suggest that this may be due to safety and privacy concerns about the technology.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 15	7	1	17	8	67
Action 16	4	0	8	12	76
Action 17	5	0	7	15	73
Action 18	5	1	5	14	74
Action 19	6	0	6	14	74
Action 20	5	0	8	14	73
Action 21	5	0	8	16	71
Action 22	3	0	12	16	69
Action 23	3	0	13	13	71
Action 24	16	0	24	18	43
Action 25	15	9	21	15	39
Action 26	30	1	22	13	34



Do you have any further comments on the actions in the ‘Efficient movement’ chapter?

There were a smaller number of comments in response to this question. Respondents identified 4 topics for consideration in response to this question. The majority were reiterating opposition to actions 24, 25 and 26. There were also comments about ‘delivery’ that covered similar points as previous question.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Opposition	0	0	12	12	16
Delivery	0	7	1	8	11
HGVs	0	2	2	4	5
Support	2	0	0	2	3

Opposition

The largest number of 'opposition' comments were about truck platooning (41% of 'opposition' comments). Concerns about road safety and the impacts on villages were given.

Other 'opposition' comments expressed opposition to rail freight because it is not applicable to rural areas and general opposition to drones.

Other topics

Comments about 'delivery' and 'HGVs' covered the same areas as previous questions. These included questions about the deliverability of the strategy, the need for action and enforcement and local concerns about inappropriate HGV movement.

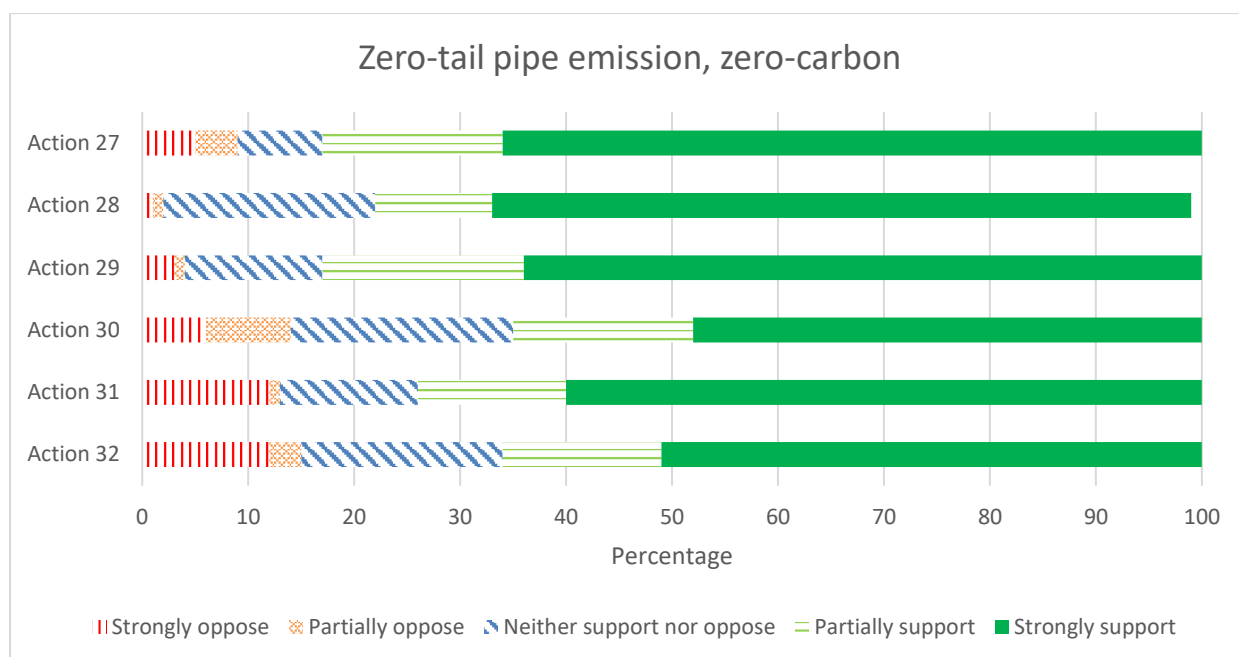
Zero-tailpipe emission, zero-carbon movement

To what extent do you support the actions proposed in the 'Zero-tailpipe emission, zero-carbon movement' chapter?

Actions in the 'zero-tailpipe emission, zero-carbon movement' chapter were all supported with the actions averaging 75% 'strongly agree' or 'tend to agree'. All of the actions had low levels of disagreement.

Actions 30 and 32 had slightly less overall support with 65% and 67% respectively. Action 30 is related to monitoring an electrified road systems study and again reflects lower levels of support for innovation focused actions. Action 32 is related to promoting cycle freight across the county and it is unclear why this had lower levels of support.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 27	5	4	8	17	66
Action 28	1	1	20	11	66
Action 29	3	1	13	19	64
Action 30	6	8	21	17	48
Action 31	12	1	13	14	60
Action 32	12	3	19	15	51



Do you have any further comments on the actions in the ‘Zero-tailpipe emission, zero-carbon movement’ chapter?

There were very few additional comments in response to this question and few recurring comments within each topic. Comments included opposition and support for cycle freight, opposition to electrified road systems and recurring comments regarding deliverability.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

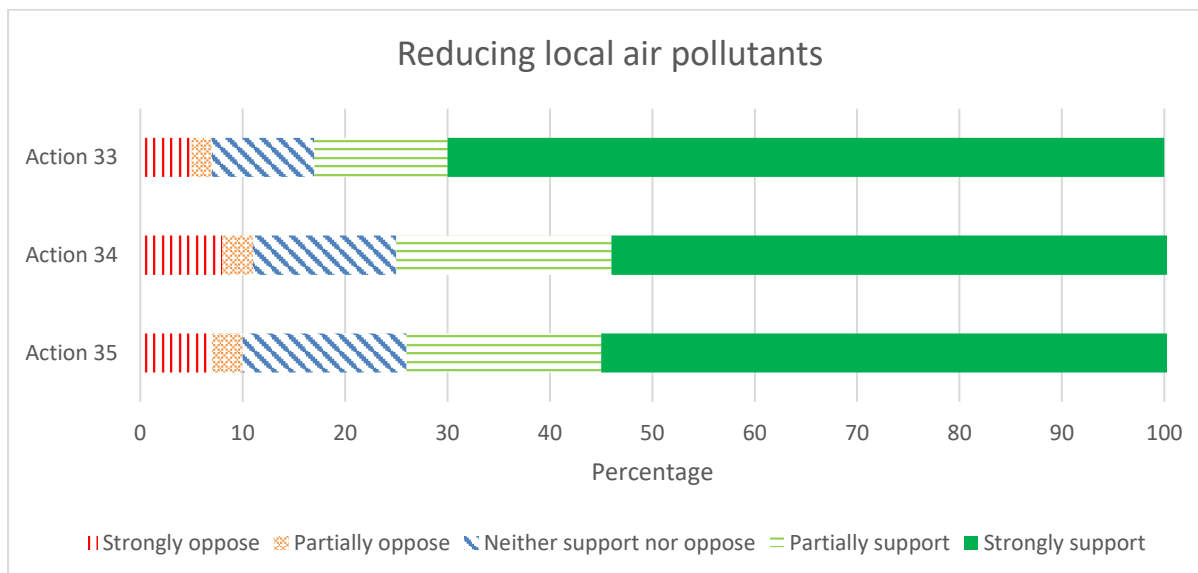
Topic	Nature			Count	Percentage
	P	M	N		
Opposition	0	0	6	6	8
Delivery	0	5	0	5	6
Support	3	0	0	3	4
HGVs	0	3	0	3	4

Reducing local air pollutants

To what extent do you support the actions proposed in the ‘Reducing local air pollutants’ chapter?

The actions in the ‘reducing local air pollutants’ section were strongly supported with the actions averaging 78% ‘strongly agree’ or ‘tend to agree’. Action 33 about engagement around Clean Air and Zero Emission Zones was particularly well supported with 70% strongly support.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 33	5	2	10	13	70
Action 34	8	3	14	21	55
Action 35	7	3	16	19	56



Do you have any further comments on the actions in the ‘Reducing local air pollutants’ chapter?

Respondents identified 5 different topics in relation to this question. However, there were a low number of comments and few recurring comments within most topics.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Consolidation	2	4	4	10	12
Delivery	0	4	1	5	6
Support	2	0	0	2	2
Opposition	0	0	2	2	2
HGVs	0	2	0	2	2

Consolidation

Comments about ‘consolidation’ covered 3 areas with the majority highlighting the need for consolidation centres to be in suitable locations (50% of ‘consolidation’ comments). The remainder of comments either expressed support or opposition to freight consolidation.

Other topics

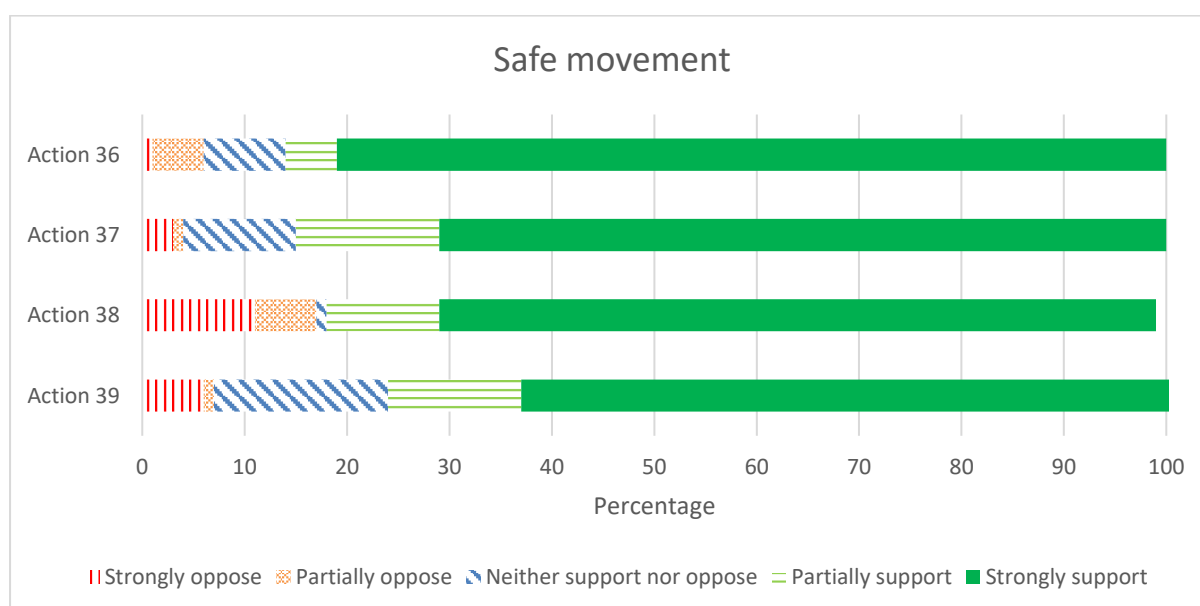
There were few clear themes within the other topics. Comments about 'delivery' again included questions about deliverability and the need for action. Comments about HGVs largely highlighted local issues.

Safe movement

To what extent do you support the actions proposed in the 'Safe movement' chapter?

The actions in the 'reducing local air pollutants' section were strongly supported with the actions averaging 82% 'strongly agree' or 'tend to agree'. Action 36 about was reducing conflicts between freight vehicles and people was particularly well supported with 81% strongly support.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 36	1	5	8	5	81
Action 37	3	1	11	14	71
Action 38	11	6	1	11	70
Action 39	6	1	17	13	64



Do you have any further comments on the actions in the 'Safe movement' chapter?

Respondents identified 5 different topics in relation to this question. Again, there were a low number of comments and few recurring comments within most topics. The largest number of comments were about 'delivery' and 'road safety'. These comments were mainly more general comments about the LTCP policies rather than the actions in the Freight and Logistics Strategy.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	12	0	12	15
Road safety	0	8	0	8	10
Support	3	0	0	3	4
HGVs	0	2	0	2	3
Opposition	0	0	1	1	1

Delivery

Comments about 'delivery' were related to the LTCP road safety policies rather than the proposals in the Freight and Logistics Strategy. Comments primarily related to the need for enforcement of 20mph zones.

Road safety

'Road safety' comments were again more related to the LTCP road safety policies rather than the Freight and Logistics Strategy. The majority of comments were general road safety suggestions.

Other topics

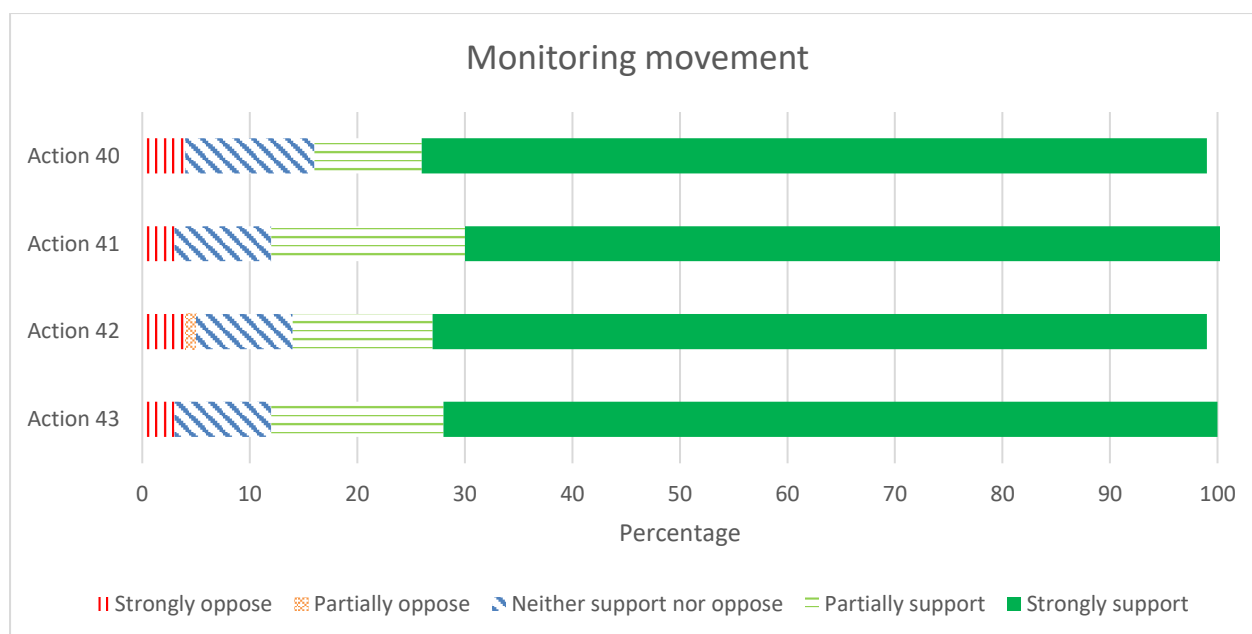
The other topics included support for 20mph zones, highlighting of local HGV issues and general opposition.

Monitoring movement

To what extent do you support the actions proposed in the 'Monitoring movement' chapter?

The actions in the 'monitoring movement' section were all strongly supported with the actions averaging 86% 'strongly agree' or 'tend to agree'. All actions had over 70% strongly support and 5% or under opposition.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 40	4	0	12	10	73
Action 41	3	0	9	18	71
Action 42	4	1	9	13	72
Action 43	3	0	9	16	72



Do you have any further comments on the actions in the ‘Monitoring movement’ chapter?

There were very few comments to this question and no clear themes within the topics. In total respondents identified 3 different topics in relation to this question. The largest number of comments were about ‘delivery’. These comments covered a range of areas including the need for actions to be informed by data, the need to engage with the freight industry and suggestions enforcement should be prioritised.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

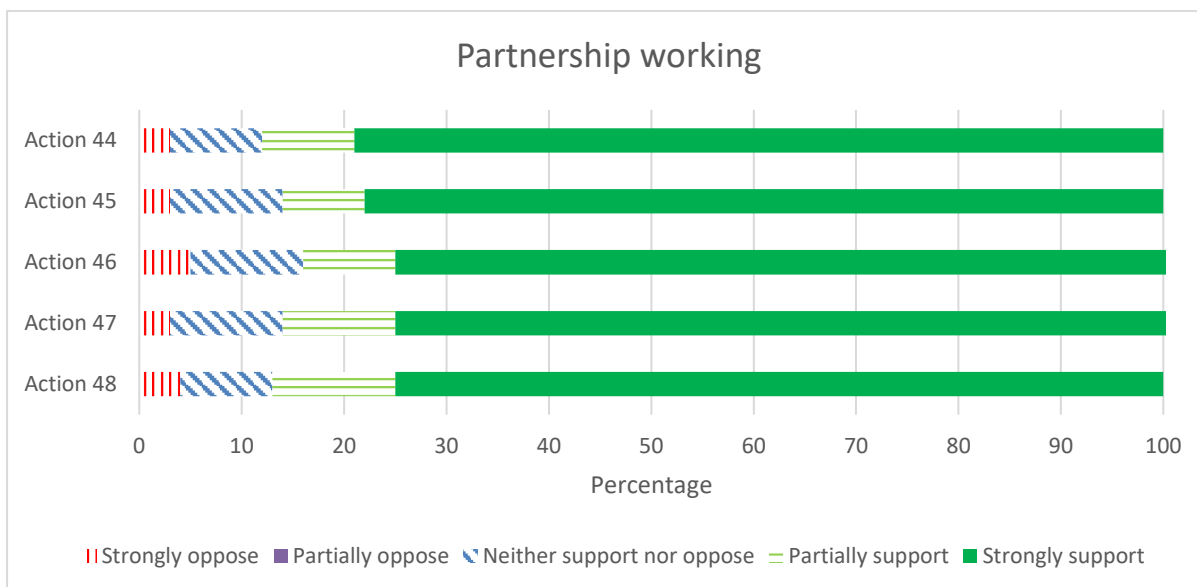
Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	10	1	11	16
HGVs	0	1	0	1	1
Opposition	0	0	1	1	1

Partnership working

To what extent do you support the actions proposed in the ‘Partnership working’ chapter?

The actions in the ‘partnership working’ section were all strongly supported with the actions averaging 86% ‘strongly agree’ or ‘tend to agree’. All actions had 75% or over strongly support and 5% or under opposition.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 44	3	0	9	9	79
Action 45	3	0	11	8	78
Action 46	5	0	11	9	76
Action 47	3	0	11	11	76
Action 48	4	0	9	12	75



Do you have any further comments on the actions in the ‘Partnership working’ chapter?

There were again few comments to this question and no clear themes within the topics. In total respondents identified 2 different topics in relation to this question. The largest number of comments were again about ‘delivery’. These comments covered a range of areas including the need for cross-boundary working, the need for enforcement and the need to engage with the freight industry.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	10	1	11	16
Support	4	0	0	4	6

Further comments

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

There were very few additional comments made, with a total of 11 comments. There were 6 comments covering local issues. These reiterated concerns about

inappropriate HGV movements in Henley, Chipping Norton and Burford. Comments about 'delivery' again reiterated the need for action and enforcement.

Topic	Nature			Count
	P	M	N	
Local issue	0	6	0	6
Delivery	0	3	0	3
Other	0	2	0	2

Stakeholder engagement

The analysis of Freight and Logistics Strategy responses includes both public and stakeholder comments. However, we received a number of survey responses from stakeholders such as walking and cycling groups and the freight and logistics industry.

During analysis stakeholder feedback has been specifically highlighted and dealt with accordingly to reflect the collective nature of the response. There were fewer stakeholder comments on the Freight and Logistics Strategy, and they were very specific. We have provided a high level summary of key issues from the freight and logistics industry below.

Freight and logistics industry

- General support for the broad ambition.
- Support for partnership working and willingness to engage as part of this.
- Highlight the need for a balanced approach and complexities that need to be taken account of.
- Highlight the need to engage with the industry on a range of proposals.
- Highlight challenges of reducing HGV use and limitations of alternatives.

Freight and Logistics Strategy survey headlines

- Generally, proposals were well supported.
- Need to review the proposed approach for deciding environmental weight restrictions and what weight limit is applied.
- Need for action to address inappropriate HGV movement with several local issues identified.
- Further detail is needed about how the strategy will be delivered.
- Need to engage with the freight and industry as work is progressed.

7. Active and Healthy Travel Strategy survey

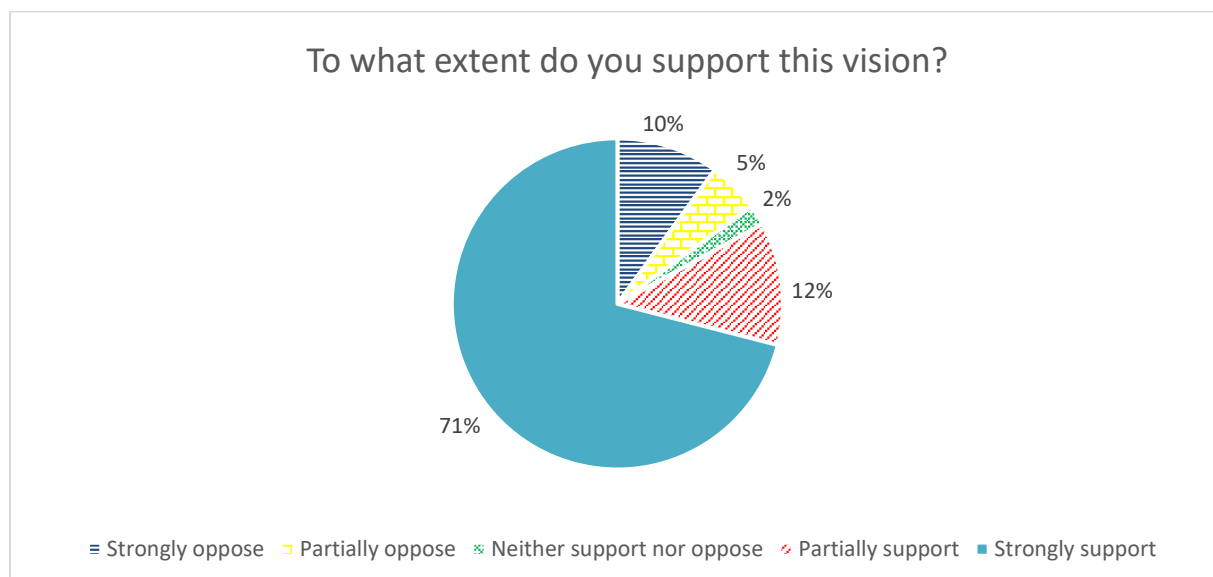
The draft Active and Healthy Travel Strategy was also subject to public consultation. There were a set of optional more detailed questions on the strategy that respondents had the choice of completing.

In total 322 people responded to the Active and Healthy Travel Strategy survey. As with the main LTCP survey, respondents were not required to answer every question and so the number of responses to each section varies.

Vision

To what extent do you support the vision?

Overall, the majority of respondents supported the vision with 83% selecting 'strongly support' or 'partially support' compared to 15% selecting 'strongly oppose' or 'partially oppose'.



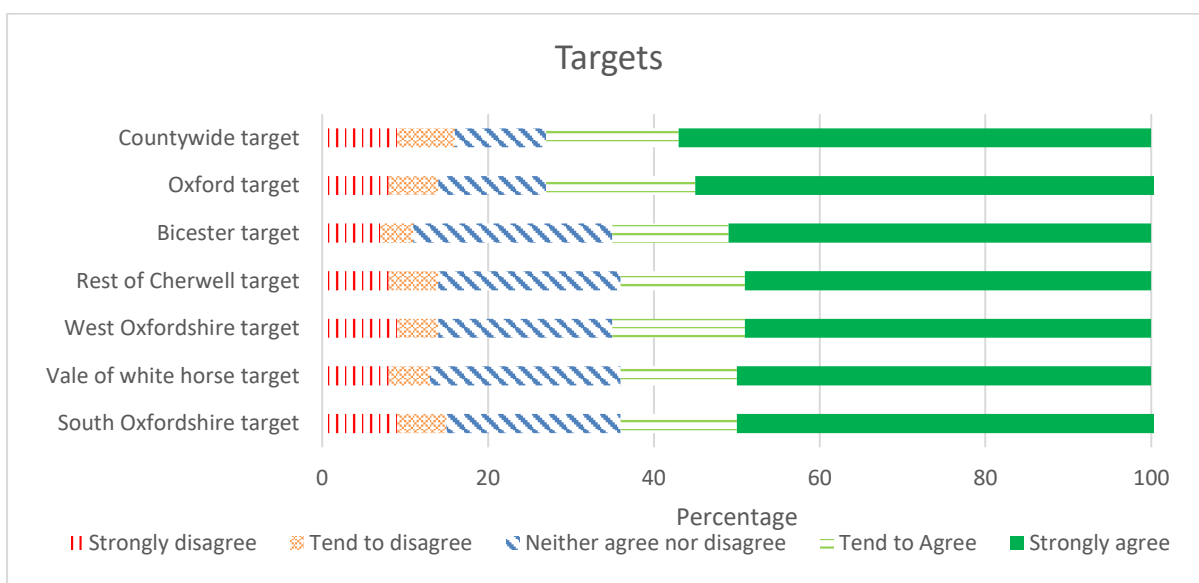
Cycling targets

To what extent do you agree with the targets?

Overall, the majority of respondents agreed with the cycling targets with an average of 67% 'strongly agree' or 'tend to agree'. The countywide target and Oxford target were most supported with both averaging 74% 'strongly agree' or 'tend to agree'.

Target	Strongly disagree (%)	Tend to disagree (%)	Neither agree nor disagree (%)	Tend to Agree (%)	Strongly agree (%)
South Oxfordshire target	9	6	21	14	51
Vale of white horse target	8	5	23	14	50

West Oxfordshire target	9	5	21	16	49
Rest of Cherwell target	8	6	22	15	49
Bicester target	7	4	24	14	51
Oxford target	8	6	13	18	56
Countywide target	9	7	11	16	57



Do you have any further comments on the targets?

Respondents identified a wide range of additional considerations in response to this question. In total 13 different topics were raised in response to this question. The majority were focused on ‘delivery’ reflecting trends seen elsewhere in the LTCP consultation. Comments were generally not closely related to the targets and instead general comments about walking and cycling.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	25	22	47	15
Ambition	0	10	22	32	10
Road safety	0	21	2	23	7
Data	0	13	5	18	6
Rural	0	9	3	12	4

Opposition	0	0	9	9	3
Support	7	0	0	7	2
Accessibility	0	4	3	7	2
Equestrians	0	4	1	5	2
Other	0	5	0	5	2
Walking	0	4	0	4	1
Parking	0	2	0	2	1
Public transport	0	0	1	1	0

Delivery

Comments about 'delivery' were very wide ranging with 15 different topics within this area. These comments were generally not related to the targets and were instead more general comments about walking and cycling.

The most common topic was the need for safe infrastructure (32% of 'delivery' comments). This was primarily in relation to cycling infrastructure. Other comments highlighted that more cycling is not possible for all residents (15%), that more detail is required (15%) and that the targets are not deliverable (6%).

Ambition

Comments about 'ambition' all suggested that the targets should be more ambitious.

Road safety

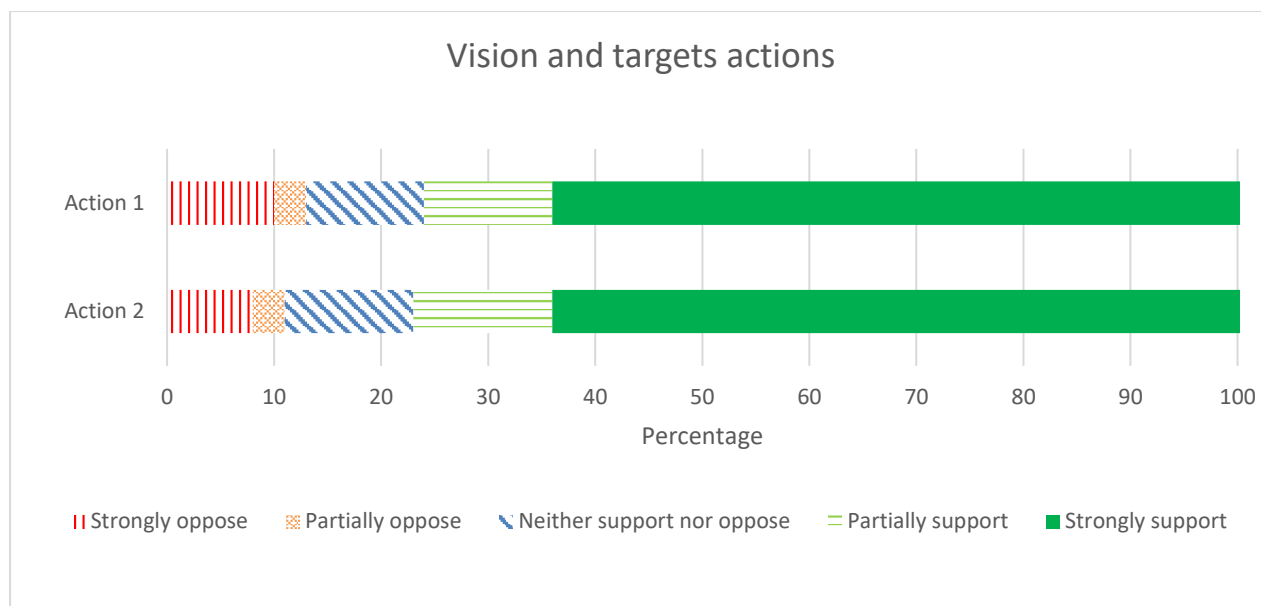
Comments about 'road safety' were primarily general comments about the need to improve road safety (57% of 'road safety' comments). Other comments suggested that cycle training needs to be improved (13%), that vision zero is adopted (13%) and that maintenance is improved (4%).

Cycling targets actions

To what extent do you support the actions set out in the 'Vision and targets' chapter?

Overall, the majority of respondents agreed with the actions in the vision and targets section with both actions receiving 65% selecting 'strongly support' compared to less than 15% 'strongly disagree' or 'tend to disagree'.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 1	10	3	11	12	65
Action 2	8	3	12	13	65

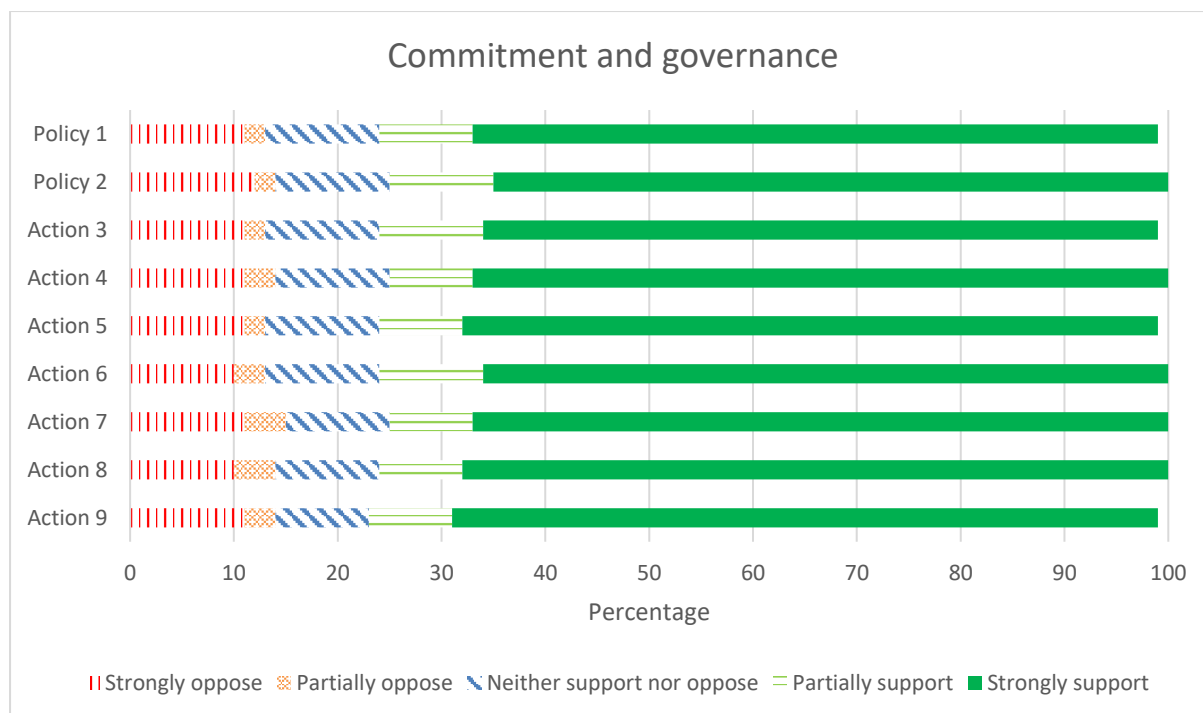


Commitment and governance

To what extent do you support the policies and actions set out in the ‘Commitment and governance’ chapter?

There was consistent support for the policies and actions in the commitment and governance section with all receiving between 65% and 68% ‘strongly support’. Overall, there was an average of 76% support for the policies/actions in this chapter with none receiving mixed support or being opposed.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Policy 1	11	2	11	9	66
Policy 2	12	2	11	10	65
Action 3	11	2	11	10	65
Action 4	11	3	11	8	67
Action 5	11	2	11	8	67
Action 6	10	3	11	10	66
Action 7	11	4	10	8	67
Action 8	10	4	10	8	68
Action 9	11	3	9	8	68



Do you have any further comments on the 'Commitment and governance' policies and actions?

Respondents identified a wide range of additional considerations in response to this question, however the majority were in relation to 'delivery'. Other topics received a much lower number of comments.

In total 12 different topics were raised in response to this question. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	1	45	14	60	21
Opposition	0	0	15	15	5
Support	11	0	0	11	4
Other	0	9	1	10	3
Rural	0	3	1	4	1
Accessibility	0	1	3	4	1
Equestrians	0	4	0	4	1
Monitoring	1	3	0	4	1
Road safety	0	4	0	4	1
Public transport	0	3	0	3	1
Walking	0	3	0	3	1
Maintenance	0	2	0	2	1

Delivery

Comments about 'delivery' were again very wide ranging with few recurring topics within the broader category. The most common comment was respondents highlighting the need action to deliver the strategy (18% of 'delivery' comments). The need for safe infrastructure was again highlighted (13%).

Other comments were very wide ranging and covered topics such as questions about deliverability (8%), cycling is not feasible for all (7%) and the need for more detail (5%).

Opposition

Opposition comments were for 3 primary reasons. These were general opposition to the strategy (60% of 'opposition' comments), opposition to the dual choice network (33%) and opposition to LTNs (7%). The dual choice network and LTNs were not included in this section but opposition to them was repeated throughout the questionnaire by some respondents.

Support

Comments about support expressed general support for the proposals.

Cycle network

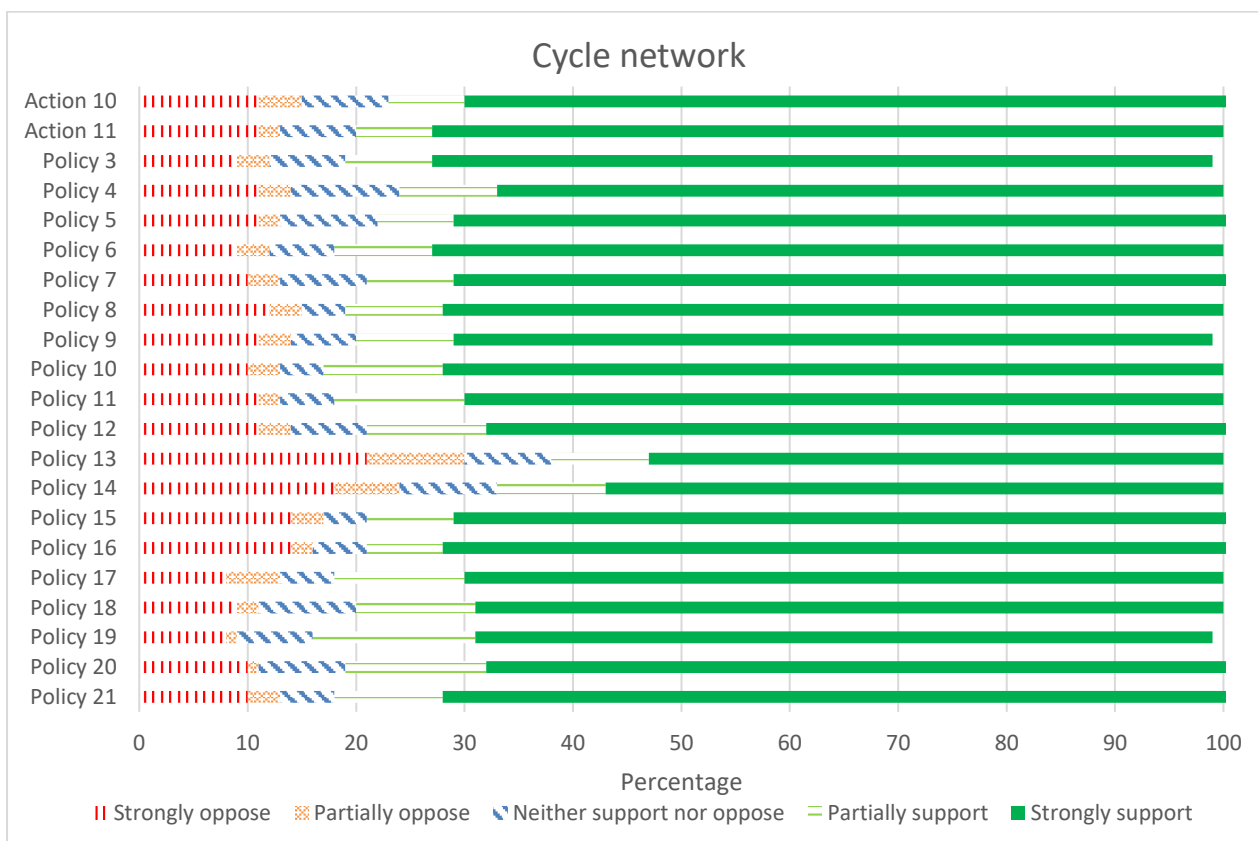
To what extent do you support the policies and actions set out in the 'Cycle network' chapter?

Overall, the majority of respondents agreed with the policies and actions in the 'cycle network' section with the policies/actions averaging 79% 'strongly support' or 'partially support'.

However, there were 2 policies that received more mixed levels of support. Policies 13 and 14 in relation to the dual choice network had 62% and 67% overall support respectively, compared to 30% and 24% opposition. This opposition to the dual choice network is largely due to suggestions that the entire cycle network should be accessible to all. It is important to note that whilst the policies were supported overall, there was not any support for the dual choice network from walking and cycling stakeholder groups.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 10	11	4	8	7	71
Action 11	11	2	7	7	73
Policy 3	9	3	7	8	72
Policy 4	11	3	10	9	67
Policy 5	11	2	9	7	72
Policy 6	9	3	6	9	73
Policy 7	10	3	8	8	72
Policy 8	12	3	4	9	72
Policy 9	11	3	6	9	70
Policy 10	10	3	4	11	72
Policy 11	11	2	5	12	70
Policy 12	11	3	7	11	69

Policy 13	21	9	8	9	53
Policy 14	18	6	9	10	57
Policy 15	14	3	4	8	72
Policy 16	14	2	5	7	73
Policy 17	8	5	5	12	70
Policy 18	9	2	9	11	69
Policy 19	8	1	7	15	68
Policy 20	10	1	8	13	69
Policy 21	10	3	5	10	73



Do you have any further comments on the ‘Cycle network’ policies and actions?

Respondents again identified a very wide range of additional considerations in response to this question. In total 11 different topics were identified, with a range of specific suggestions within each of these. Only the ‘cycling’ topic had a recurring theme within it. Other topics had a very wide ranging and generally inconsistent range of comments.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Cycling	0	15	45	60	21
Delivery	0	40	5	45	16
Opposition	0	0	18	18	6
Other	0	11	1	12	4
Support	10	0	0	10	4
Rural	0	7	1	8	3
Road safety	0	7	0	7	2
Accessibility	0	3	2	5	2
Public transport	0	2	1	3	1
Equestrians	0	3	0	3	1
Walking	0	1	0	1	0

Cycling

The majority of 'cycling' comments expressed concerns about or opposition to the dual choice network (75% of 'cycling comments'). As noted previously, this opposition was largely due to suggestions that the entire cycle network should be accessible to all.

Other 'cycling' comments highlighted the need for segregated infrastructure (10%), local scheme suggestions (8%) and suggestions to consider children (3%).

Delivery

As with previous questions 'delivery' was a frequent topic but suggestions within it were very diverse. There were few recurring suggestions with comments covering things such as the need for a diverse co-production group (16% of 'delivery' comments), questions about deliverability (16%), the need for action (9%) and the need to involve stakeholders at an early stage (7%).

Opposition

Comments expressing non-dual choice network opposition were for a range of reasons. These included general opposition (39% of 'opposition' comments), opposition to development of cycle design guidance (28%) and opposition to use of OxCRAM (11%).

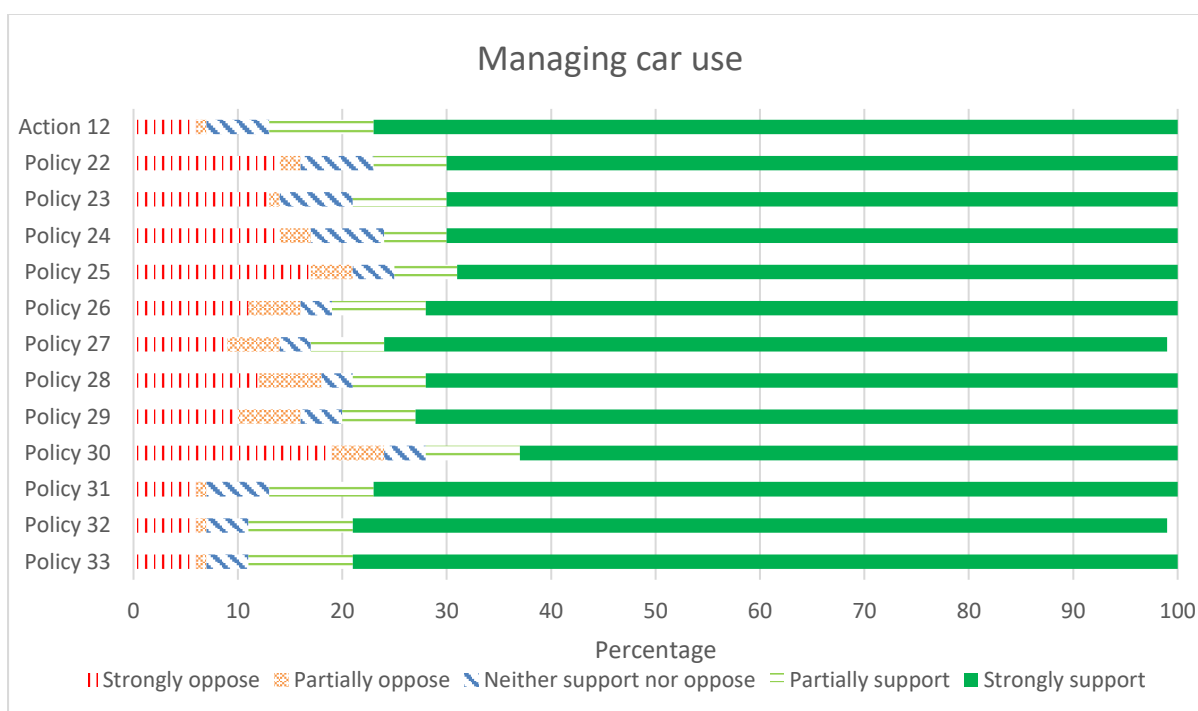
Managing car use

To what extent do you support the policies and actions set out in the 'Managing car use' chapter?

Overall, the majority of respondents agreed with the policies and actions in the 'managing car use' section with the policies/actions averaging 81% 'strongly support' or 'partially support'.

All of the policies/actions had over 60% strongly support with the majority having over 70% strongly support. Policies 25 and 30 were the only 2 policies that had under 70% strongly support. These policies relate to the development of LTNs and the restriction of car parking which is the likely reason for these slightly lower levels of support and more opposition.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 12	6	1	6	10	77
Policy 22	14	2	7	7	70
Policy 23	13	1	7	9	70
Policy 24	14	3	7	6	70
Policy 25	17	4	4	6	69
Policy 26	11	5	3	9	72
Policy 27	9	5	3	7	75
Policy 28	12	6	3	7	72
Policy 29	10	6	4	7	73
Policy 30	19	5	4	9	63
Policy 31	6	1	6	10	77
Policy 32	6	1	4	10	78
Policy 33	6	1	4	10	79



Do you have any further comments on the ‘Managing car use’ policies and actions?

Respondents identified a smaller range of topics in response to this question and there were clearer themes within each topic. In total 8 different topics were identified. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	52	2	54	19
Opposition	0	0	34	34	12
Cycling	0	31	0	31	11
Parking	0	23	0	23	8
Support	22	0	0	22	8
Other	0	15	1	16	6
Accessibility	0	12	2	14	5
Rural	0	10	0	10	3

Delivery

Comments about 'delivery' primarily highlighted the need for enforcement to achieve the policies in the section (44% of 'delivery' comments). This reflects comments received elsewhere in the consultation.

Other comments about 'delivery' were wide ranging and there were fewer clear themes. Comments included questions about the deliverability of the proposals (11%), the need for action (9%) and the need to integrate with spatial planning (9%).

Opposition

Comments expressing opposition were for a range of reasons. The main reasons were because cars will still be needed (32% of 'opposition' comments), opposition to LTNs (24%) and general opposition to the strategy (18%).

Cycling

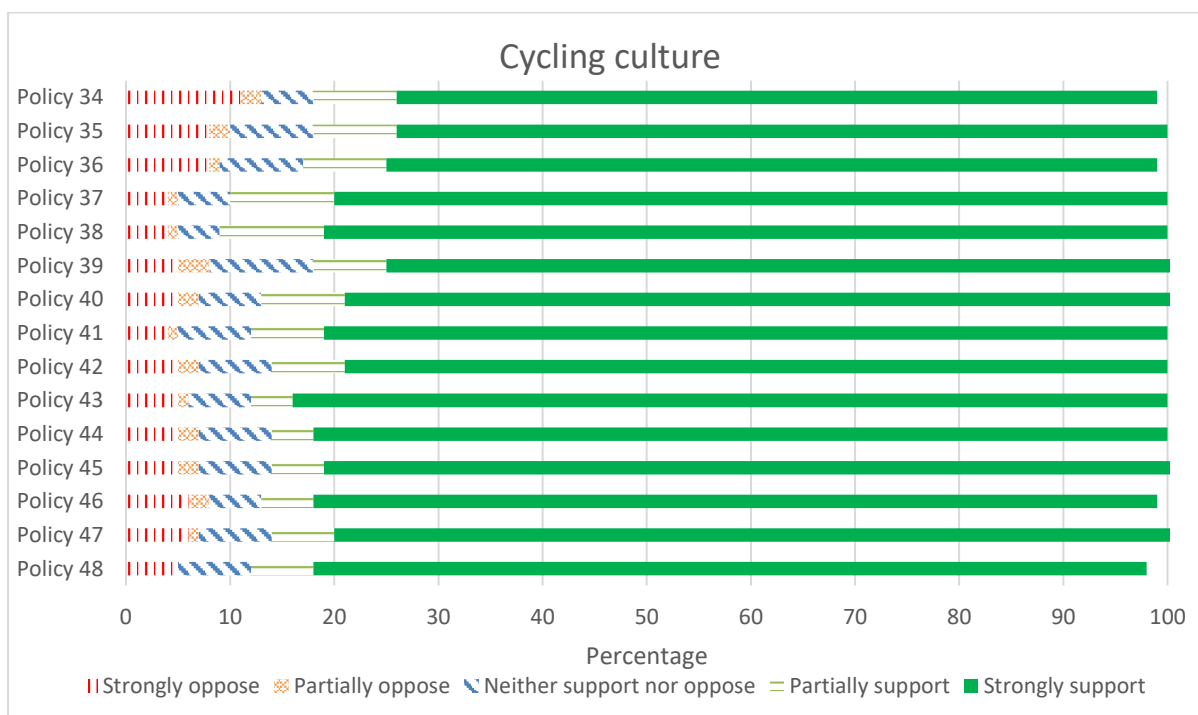
'Cycling' comments primarily highlighted the need for more cycle parking (68% of 'cycling' comments). Other comments were less numerous and included the need to improve safety (16%) and the need to improve facilities (6%).

Cycling culture

To what extent do you support the policies and actions set out in the 'Cycling culture' chapter?

The policies and actions in the 'cycling culture' chapter were very strongly supported with policies/actions in this chapter averaging 86% 'strongly support' or 'partially support'. All of the policies had over 70% strongly support and policies 38 and 43-47 were particularly well supported with over 80% strongly support.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Policy 34	11	2	5	8	73
Policy 35	8	2	8	8	74
Policy 36	8	1	8	8	74
Policy 37	4	1	5	10	80
Policy 38	4	1	4	10	81
Policy 39	5	3	10	7	76
Policy 40	5	2	6	8	80
Policy 41	4	1	7	7	81
Policy 42	5	2	7	7	79
Policy 43	5	1	6	4	84
Policy 44	5	2	7	4	82
Policy 45	5	2	7	5	82
Policy 46	6	2	5	5	81
Policy 47	6	1	7	6	83
Policy 48	5	0	7	6	80



Do you have any further comments on the 'Managing car use' policies and actions?

Respondents identified a range of additional considerations in response to this question with few dominant themes within each topic. In total 11 different topics were identified. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Cycling	0	53	1	54	19
Delivery	0	34	0	34	12
Schools	0	17	0	17	6
Other	0	11	3	14	5
Support	14	0	0	14	5
Accessibility	0	12	1	13	5
Opposition	0	0	12	12	4
Road safety	0	10	0	10	4
Equestrians	0	4	0	4	1
Rural	0	2	0	2	1
Walking	0	1	0	1	0

Cycling

Comments about 'cycling' primarily highlighted 3 key areas that need to be addressed to create a cycling culture. These were the need to improve safety (35% of 'cycling culture' comments), need to improve maintenance (22%) and need for segregated cycle paths (19%).

Other comments include the need for improved cycle training (9%), local scheme suggestions (4%) and the need to encourage near miss reporting (4%).

Delivery

Comments about 'delivery' were similar to many others throughout this consultation. They primarily questioned the deliverability of a cycling culture in Oxfordshire (32% of 'delivery' comments). Comments were wide ranging and also highlighted the need for action (15%), the need for enforcement (15%) and the need for stronger policies (6%).

Schools

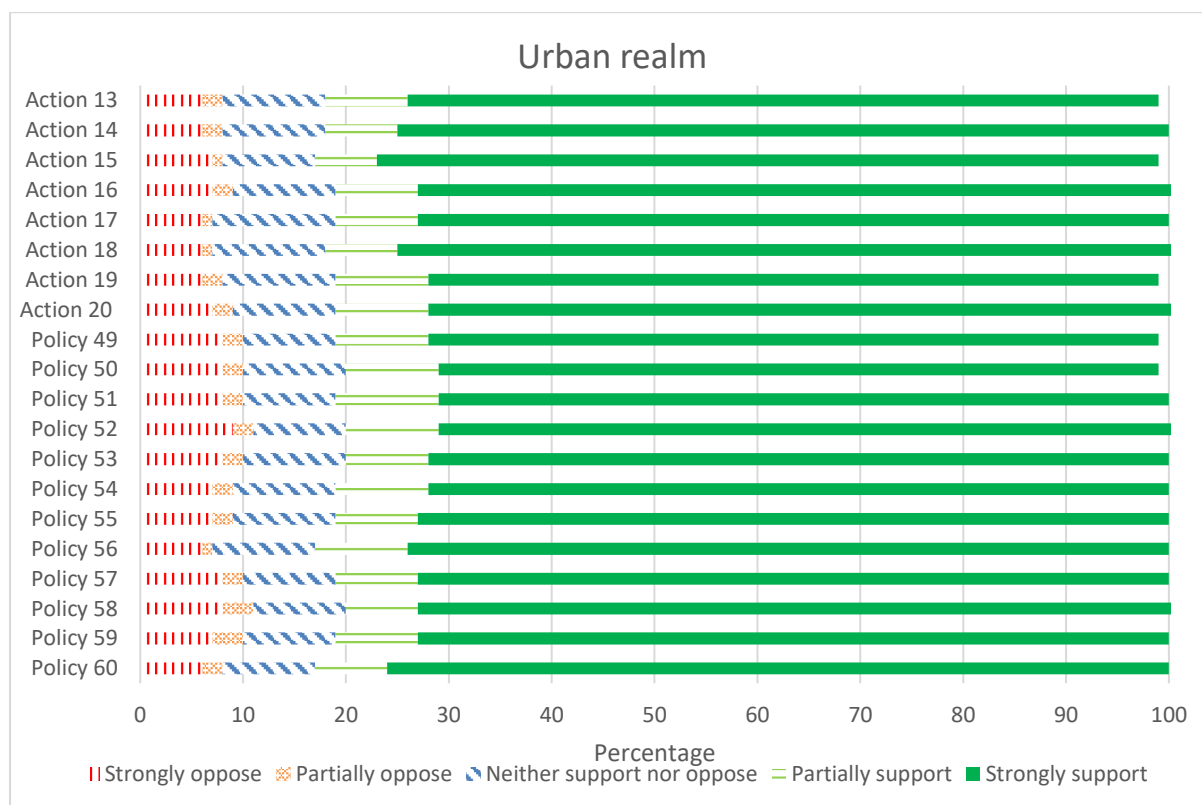
Comments about 'schools' highlighted the need to discourage car drop off if a cycling culture is to be developed in Oxfordshire (47% of 'schools' comments). Similarly, there were suggestions about how to encourage children to cycle such as infrastructure for children (24%) and cycle buses (12%).

Urban realm

To what extent do you support the policies and actions set out in the 'Urban realm' chapter?

The policies and actions in the 'urban realm' chapter were well supported with the policies/actions averaging 81% 'strongly support' or 'partially support'. All of the policies/actions had very high levels of support with all having 70% or higher strongly support and under 15% opposition.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 13	6	2	10	8	73
Action 14	6	2	10	7	75
Action 15	7	1	9	6	76
Action 16	7	2	10	8	74
Action 17	6	1	12	8	73
Action 18	6	1	11	7	76
Action 19	6	2	11	9	71
Action 20	7	2	10	9	73
Policy 49	8	2	9	9	71
Policy 50	8	2	10	9	70
Policy 51	8	2	9	10	71
Policy 52	9	2	9	9	72
Policy 53	8	2	10	8	72
Policy 54	7	2	10	9	72
Policy 55	7	2	10	8	73
Policy 56	6	1	10	9	74
Policy 57	8	2	9	8	73
Policy 58	8	3	9	7	74
Policy 59	7	3	9	8	73
Policy 60	6	2	9	7	76



Do you have any further comments on the ‘Urban realm’ policies and actions?

There were fewer comments on this question and respondents identified a smaller range of additional considerations. In total 9 different topics were identified. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	18	12	30	11
Rural	0	17	1	18	7
Cycling	0	18	0	18	7
Opposition	0	0	14	14	5
Other	0	12	1	13	5
Walking	0	13	0	13	5
Support	10	0	0	10	4
Parking	0	4	0	4	2
Accessibility	0	0	1	1	0

Delivery

The majority of ‘delivery’ comments were questions about the deliverability of the proposals in the chapter (43% of ‘delivery’ comments). This was primarily due to questions about the county council’s control over urban realm changes.

Other comments were less frequent but there were multiple comments about the need to integrate with spatial planning and (20%) and the need for action (13%).

Rural

‘Rural’ comments primarily highlighted the need for the urban realm policies/actions to consider rural areas. This was due to concerns that proposals in the chapter were too urban focused.

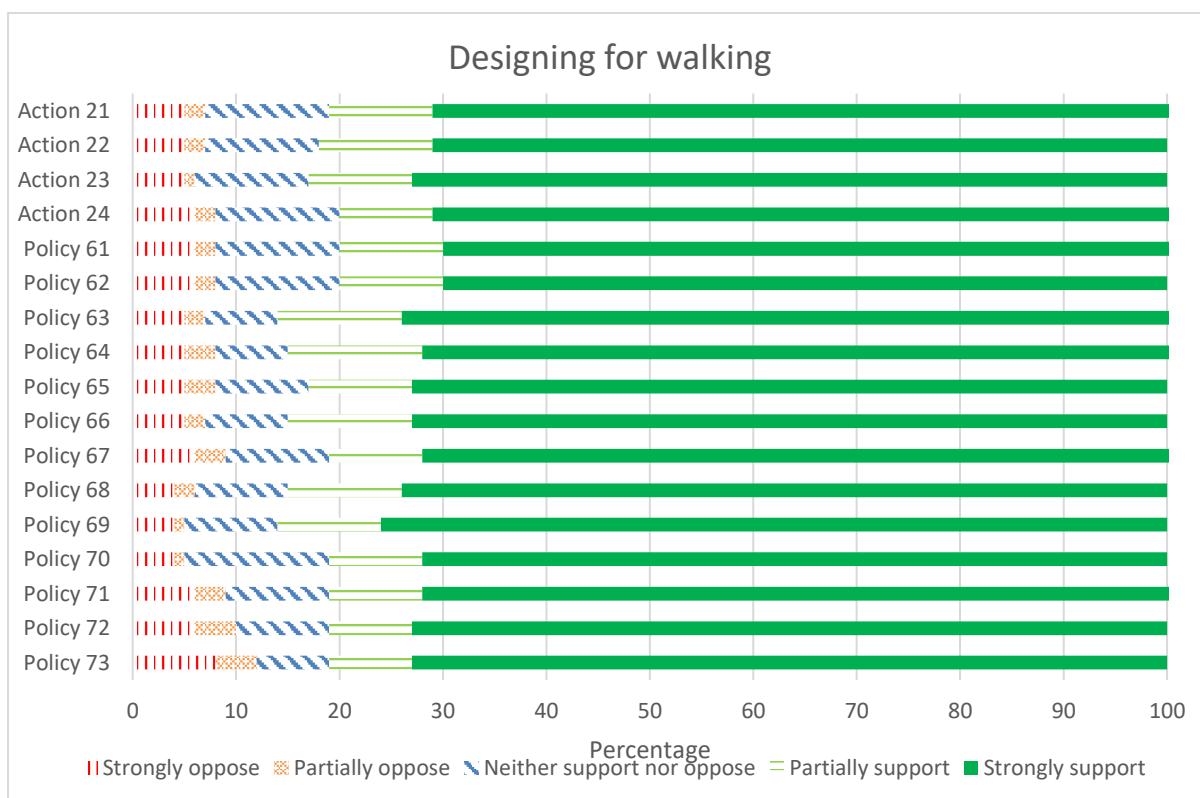
Cycling

Comments about ‘cycling’ were primarily local scheme suggestions.

Designing for walking**To what extent do you support the policies and actions set out in the ‘Designing for walking’ chapter?**

The policies and actions in the ‘designing for walking’ chapter were again very well supported with the policies/actions averaging 83% ‘strongly support’ or ‘partially support’. All of the policies/actions had very high levels of support with all having 70% or higher strongly support and under 15% opposition.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 21	5	2	12	10	72
Action 22	5	2	11	11	71
Action 23	5	1	11	10	73
Action 24	6	2	12	9	72
Policy 61	6	2	12	10	71
Policy 62	6	2	12	10	70
Policy 63	5	2	7	12	75
Policy 64	5	3	7	13	73
Policy 65	5	3	9	10	73
Policy 66	5	2	8	12	73
Policy 67	6	3	10	9	73
Policy 68	4	2	9	11	74
Policy 69	4	1	9	10	76
Policy 70	4	1	14	9	72
Policy 71	6	3	10	9	73
Policy 72	6	4	9	8	73
Policy 73	8	4	7	8	73



Do you have any further comments on the ‘Designing for walking’ policies and actions?

There were fewer comments on this question and comments were wide ranging with fewer clear themes. In total 10 different topics were identified. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Walking	0	32	0	32	13
Parking	0	19	1	20	8
Delivery	0	14	2	16	7
Support	10	0	0	10	4
Opposition	0	0	8	8	3
Rural	0	3	2	5	2
Road safety	0	4	0	4	2
Cars	0	3	0	3	1
Accessibility	0	3	0	3	1
Other	0	3	0	3	1

Walking

Comments about ‘walking’ were very wide ranging and there were few clear themes. Comments included suggestions traffic light phasing favors pedestrians, scheme suggestions and local issues and the need to improve crossings.

Parking

Comments about ‘parking’ primarily highlighted the need to tackle pavement parking, particularly due to its impacts on older and disabled residents.

Delivery

Comments about ‘delivery’ generally reiterated concerns from elsewhere such as questions about deliverability, the need for action and the need for enforcement.

Local Cycling and Walking Infrastructure Plans

Do you have any comments on either the Oxford or Bicester LCWIP?

There was a small number of comments on the LCWIPs which were primarily about Oxford. Comments were very specific and there were no clear themes. The specific comments have been passed on for consideration.

Stakeholder engagement

The analysis of Active and Healthy Travel strategy responses includes both public and stakeholder comments. However, we received a number of survey responses from stakeholders notably walking and cycling groups.

During analysis stakeholder feedback has been specifically highlighted and dealt with accordingly to reflect the collective nature of the response. There were a large number of stakeholder comments on the Active and Healthy Travel Strategy which were generally very specific and focused on the wording of specific policies and actions.

We also conducted specific engagement with walking and cycling groups via the active travel co-production group during the LTCP consultation.

We have provided a high level summary of key issues from walking and cycling groups below.

Walking and cycling groups

- General support for the broad ambition and emphasis on walking and cycling.
- Support for the vision and targets.
- Support for the design principles and commitment to active travel scale.
- Need for a greater emphasis on walking and inclusivity.
- Opposition to the dual choice network. Generally suggested that all parts of the network should be accessible to all.
- General opposition to proposals to develop an Oxfordshire cycle design guide.
- Suggestions to adopt the Vision Zero approach to road safety.

Active and Healthy Travel Strategy survey headlines

- Generally strong support for the policies and actions proposed.
- Questions about the deliverability of the strategy.
- Whilst supported overall, stakeholders opposed the dual choice network.
- Need for a greater emphasis on walking and inclusivity.
- General stakeholder opposition to proposals to develop an Oxfordshire cycle design guide.
- Suggestions to adopt the Vision Zero approach to road safety.

8. Innovation Framework survey

The draft Innovation Framework was also subject to public consultation. There were a set of optional more detailed questions on the strategy that respondents had the choice of completing.

In total 50 people responded to the Innovation Framework survey. As with the main LTCP survey, respondents were not required to answer every question and so the number of responses to each section varies.

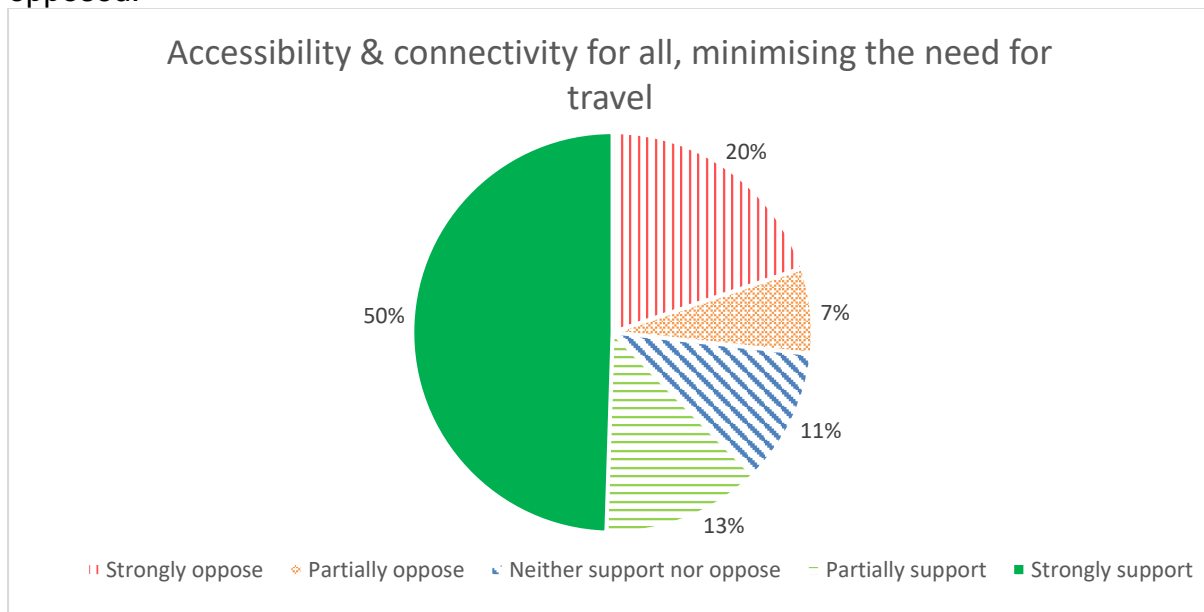
Key principles

Question 1 was a routing question which asked respondents to choose which key principles they would like to respond to. They did not need to select any/all key principles. The following sections therefore have varying numbers of responses.

Accessibility & connectivity for all, minimising the need for travel

To what extent do you support the ‘Accessibility & connectivity for all, minimising the need for travel’ principle?

The majority of respondents supported the ‘Accessibility & connectivity for all, minimising the need for travel’ principle with 63% supporting compared to 27% opposed.



Do you have any further comments on the ‘Accessibility & connectivity for all, minimising the need for travel’ principle?

There were very few comments to all questions in this part of the survey and so insight is limited with very few recurring themes. There were again comments about delivery of the strategy reflecting trends seen elsewhere in the LTCP consultation.

There were not any recurring comments within each topic for this question. Comments included questions about deliverability in rural areas, suggestion to look at car journeys

to school, a suggestion there is more focus on inclusivity and road safety concerns associated with e-scooters.

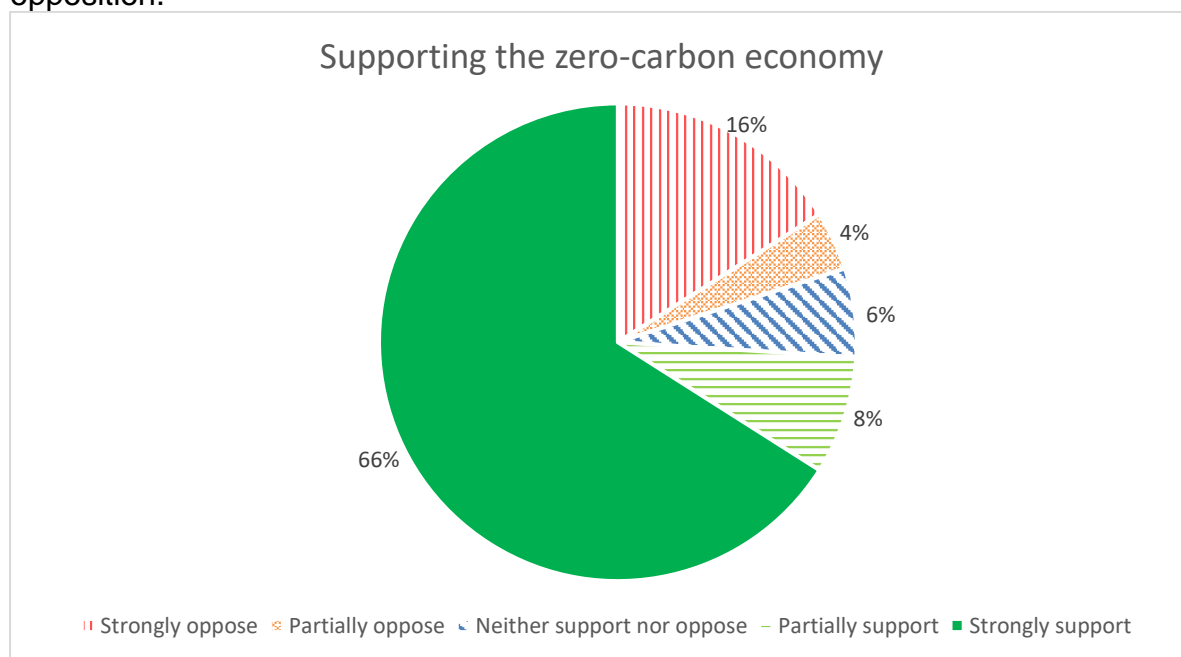
The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	2	1	3	7
Cars	0	2	0	2	4
Accessibility	0	2	0	2	4
Health	0	1	0	1	2
Opposition	0	0	1	1	2
Road safety	0	0	1	1	2

Supporting the zero-carbon economy

To what extent do you support the ‘Supporting the zero-carbon economy’ principle?

There was strong support for this principle with 74% support compared to 20% opposition.



Do you have any further comments on the ‘Supporting the zero-carbon economy’ principle?

Comments on this question were generally unrelated to the principle and there were few recurring comments within each topic. Comments about ‘delivery’ included suggestions that the quality of new homes needs to be improved and questioned whether the county council could have control over the economy.

Comments expressing opposition stated opposition to the community ownership of energy and due to waste impacts. Other comments included the need to electrify public transport and questions about impacts on low-income residents.

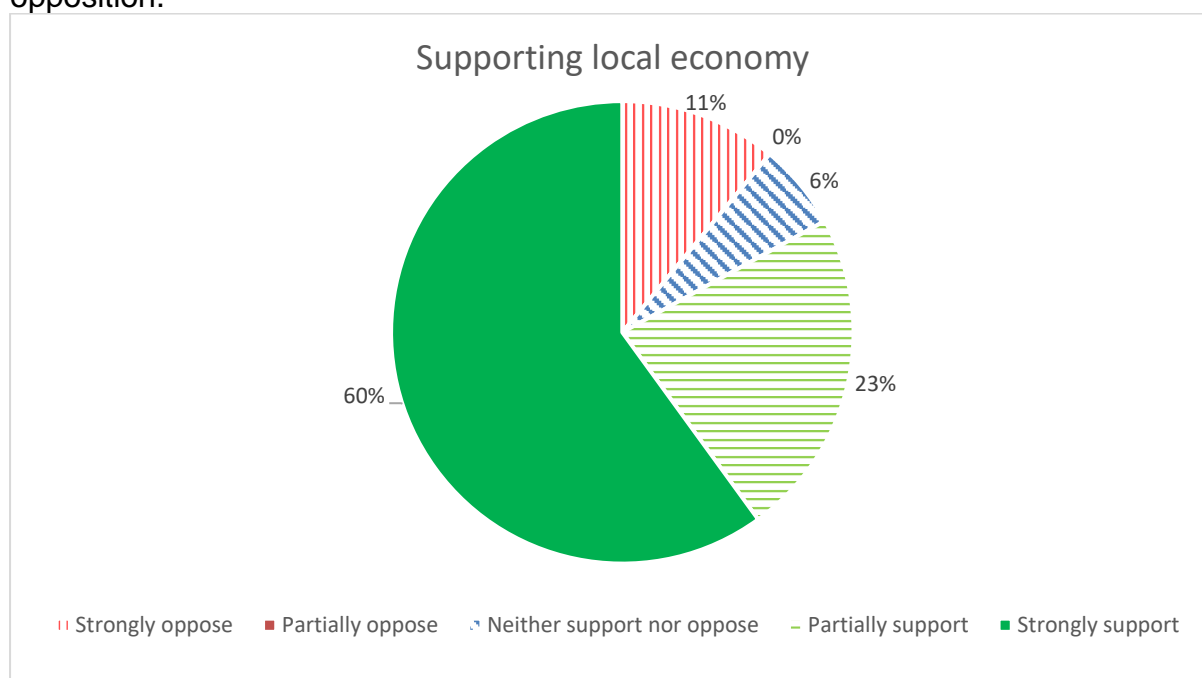
The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	7	1	8	16
Opposition	0	0	2	2	4
Public transport	0	2	0	2	4
Equality	0	0	1	1	2
Support	1	0	0	1	2

Supporting local economy

To what extent do you support the 'Supporting local economy' principle?

There was strong support for this principle with 83% support compared to 11% opposition.



Do you have any further comments on the 'Supporting local economy' principle?

There were very few comments on this question. Opposition comments expressed general opposition to the principle. Other comments highlighted the need for data to inform policies, expressed support for the circular economy and suggested other modes should be prioritised over the private car.

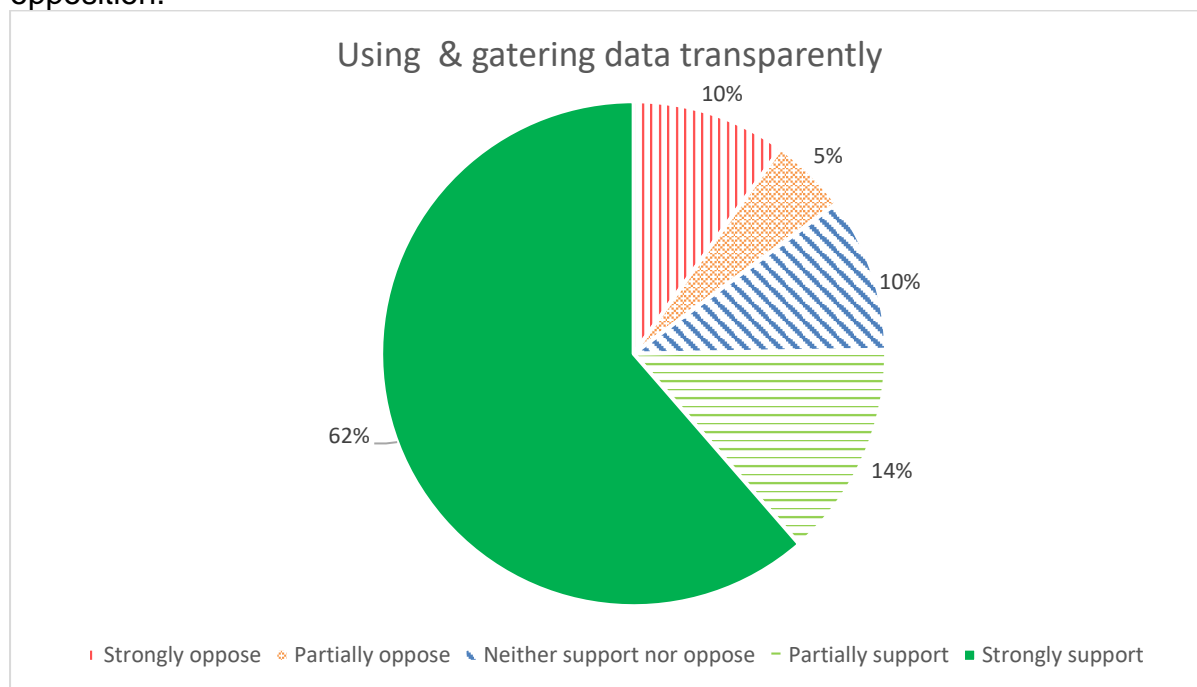
The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Opposition	0	0	4	4	9
Delivery	0	3	0	3	6
Cars	0	1	0	1	2

Using & gathering data transparently

To what extent do you support the ‘Using & gathering data transparently’ principle?

There was strong support for this principle with 76% support compared to 15% opposition.



Do you have any further comments on the ‘Using & gathering data transparently’ principle?

There were very few comments on this question. Most of the ‘delivery’ comments were about the need for transport reporting of data. Other comments included a suggestion data is anonymous, highlighted the need for travel information and opposed restrictions on cars.

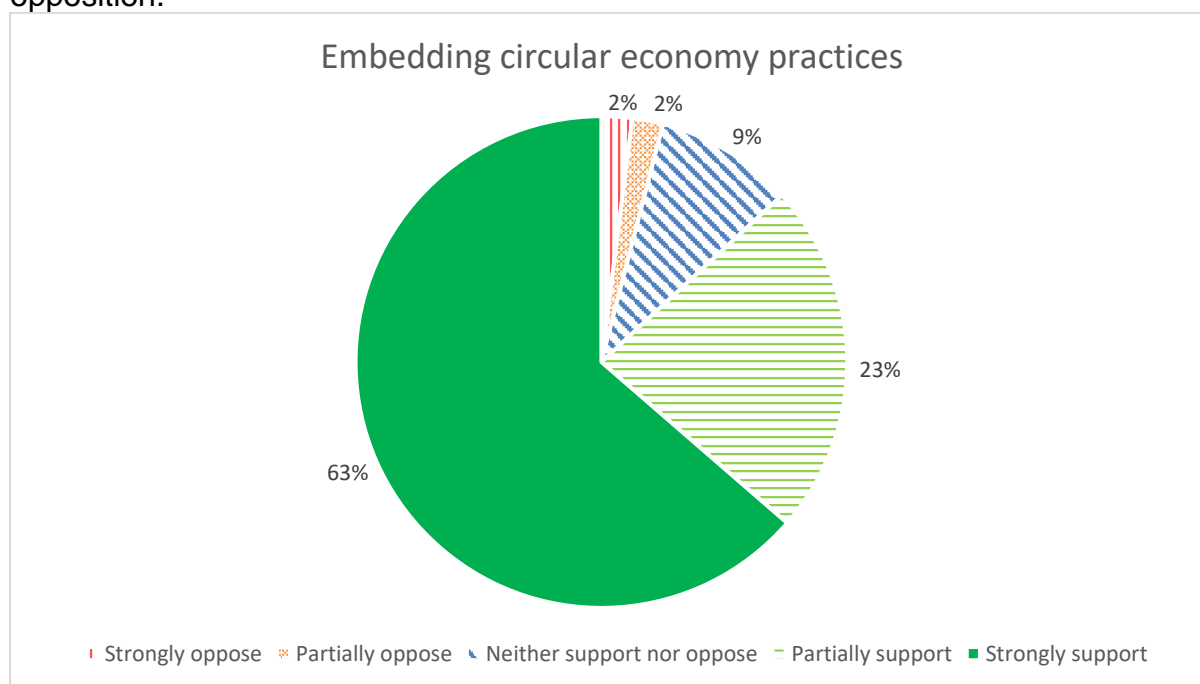
The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	7	0	7	17
Opposition	0	0	1	1	2

Embedding circular economy practices

To what extent do you support the 'Embedding circular economy practices' principle?

There was strong support for this principle with 86% support compared to 4% opposition.



Do you have any further comments on the 'Embedding circular economy practices' principle?

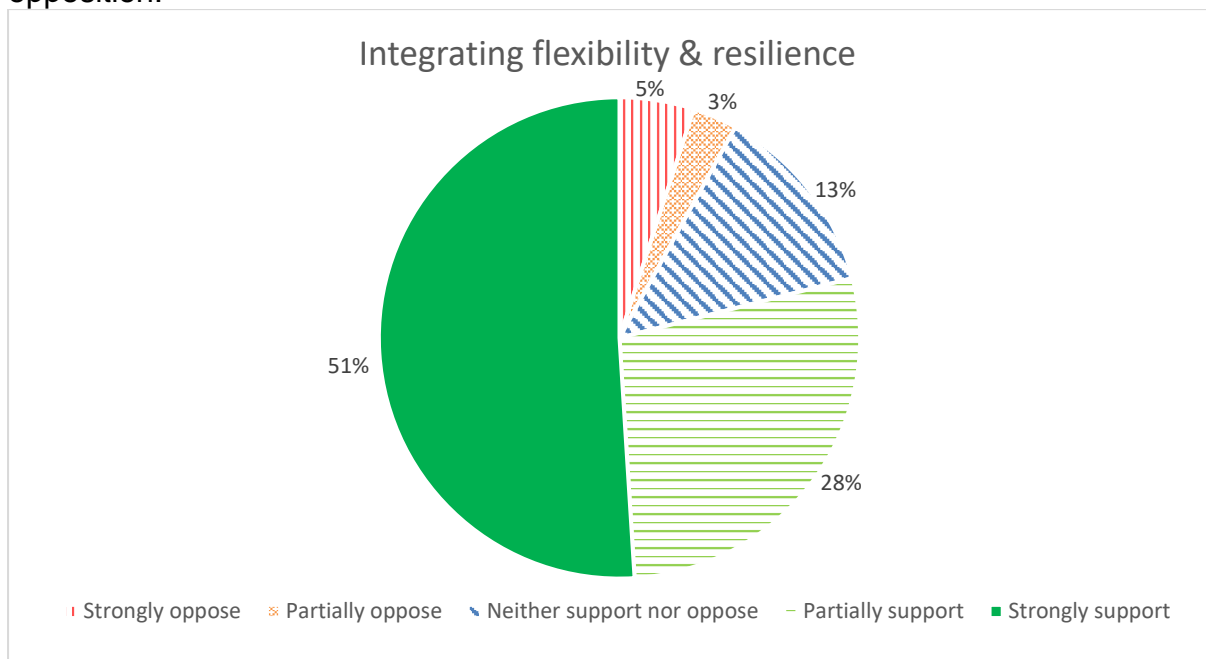
There were very few comments on this principle and there were no recurring comments within the topics. Most comments were general suggestions related to the circular economy and included the need for more education about waste and suggestion less damaging materials need to be used.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	3	0	3	7
Waste	0	3	0	3	7

Integrating flexibility & resilience

To what extent do you support the ‘Integrating flexibility & resilience’ principle?
 There was strong support for this principle with 79% support compared to 8% opposition.



Do you have any further comments on the ‘Integrating flexibility & resilience’ principle?

There were again few comments in response to this question and no recurring comments within the topics. Comments about delivery included questions about the deliverability in new homes and the ability to cater for unexpected change. Other comments highlighted cars will still be needed and expressed opposition to autonomous vehicles.

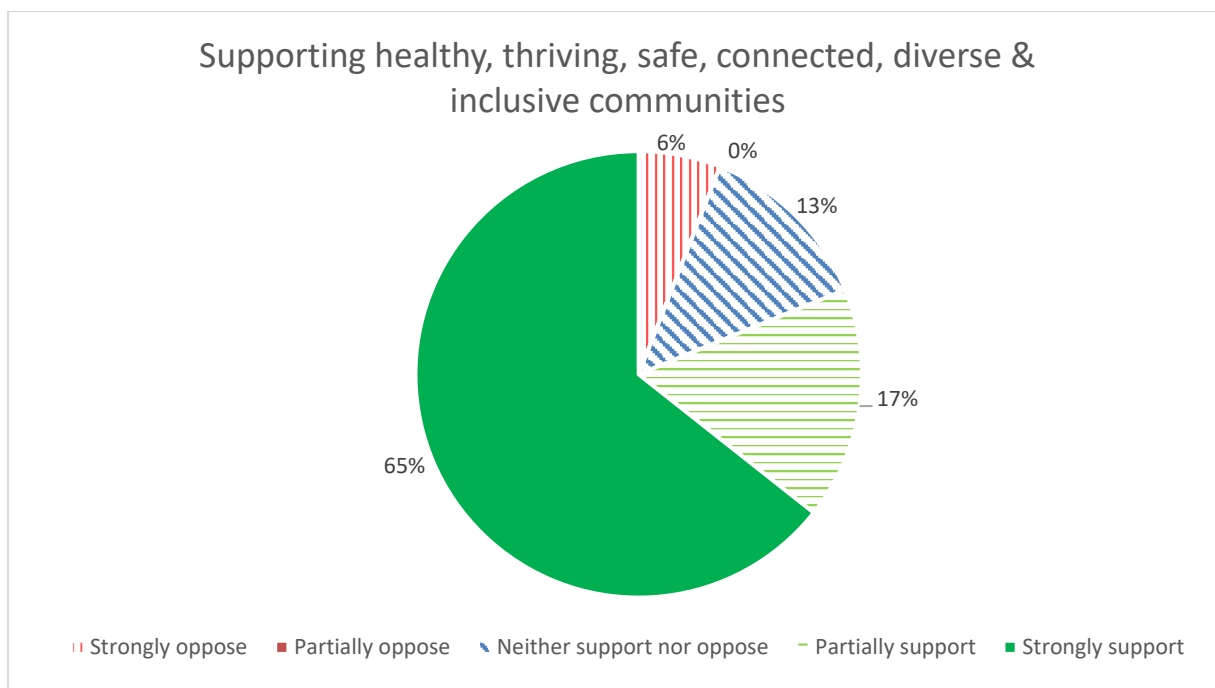
The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	3	1	4	10
Cars	0	1	0	1	3
Opposition	0	0	1	1	3

Supporting healthy, thriving, safe, connected, diverse & inclusive communities

To what extent do you support the ‘Supporting healthy, thriving, safe, connected, diverse & inclusive communities’ principle?

There was strong support for this principle with 81% support compared to 6% opposition.



Do you have any further comments on the ‘Supporting healthy, thriving, safe, connected, diverse & inclusive communities’ principle?

There were few comments in response to this question and no recurring comments within the topics. Comments about delivery highlighted that current work does not match the principle and a range of considerations such as the need to improve green space, support diversity and deliver higher density housing.

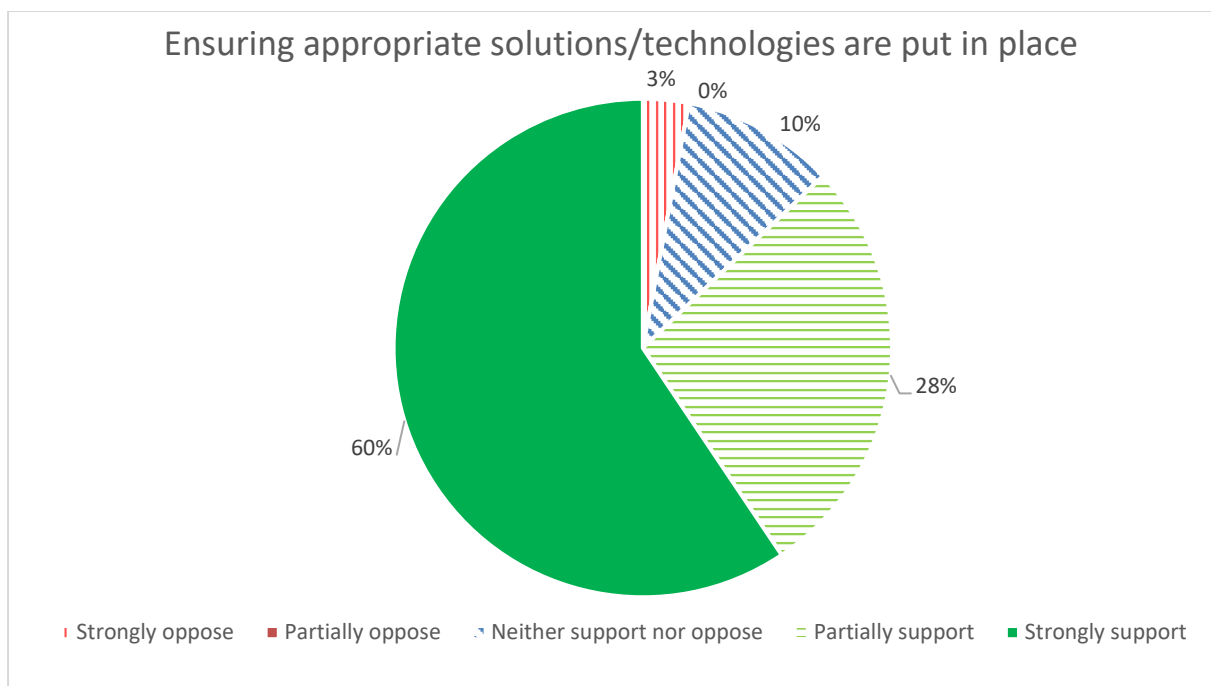
The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	6	2	8	17
Cars	0	1	0	1	2

Ensuring appropriate solutions/technologies are put in place

To what extent do you support the ‘Ensuring appropriate solutions/technologies are put in place’ principle?

There was the highest level of support for this principle with 88% support compared to 3% opposition. This high level of support reflects that there is public concern with the safety and appropriateness of innovative solutions and mitigating measures are required to address this.



Do you have any further comments on the ‘Ensuring appropriate solutions/technologies are put in place’ principle?

There were few comments in response to this question and no recurring comments within the topics. Comments about delivery highlighted the need to ensure equity, questioned the deliverability of the proposals and highlighted the decisions need to be evidence based.

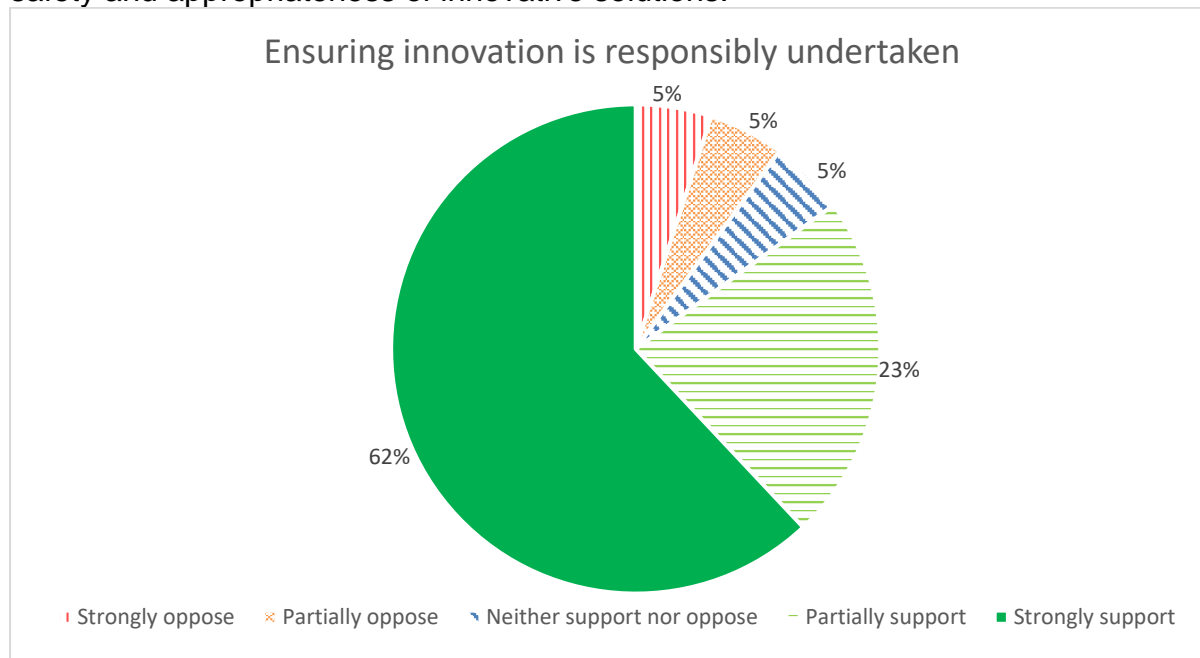
The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	5	0	5	13
Support	1	0	0	1	3

Ensuring innovation is responsibly undertaken

To what extent do you support the 'Ensuring innovation is responsibly undertaken' principle?

There was again high levels of support for this principle with 85% support compared to 10% opposition. This high level of support again reflects public concern with the safety and appropriateness of innovative solutions.



Do you have any further comments on the 'Ensuring innovation is responsibly undertaken' principle?

There were again few comments in response to this question and no recurring comments within the topics. Comments about delivery were wide ranging and included comments about current delivery not matching the principle, the need for accountability, the need for transparent reporting and a suggestion there is too much focus on innovation.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	4	3	7	18
Cars	0	0	1	1	3

Other principles

Are there any other principles you think should be included?

Comments on this question did not identify any further principles that should be included. The comments that were made highlighted general points about the

framework. These included the need to ensure equity, the need to people first and a suggestion to review value for money of innovations.

Other comments

Do you have any comments on the Innovation Framework?

There were only 2 responses to this question covering rural areas and delivery.

Innovation Framework survey headlines

- High levels of support for most principles.
- Few comments and clear themes.
- Various comments about the delivery of the framework to consider.
- Reiterated public concerns about the safety and privacy of innovative technology.

9. Conclusions and next steps

Conclusions

The LTCP consultation received a good number of comprehensive replies and comments, from both individuals and a number of organisations.

Following analysis of these responses and the key headlines, we believe that overall, there is support for the content presented in the 4 documents. Based on the feedback received, the following key changes will be made to each document.

LTCP

- 'Vision zero' road safety policy is added
- Changes to the vision and targets to reflect 'vision zero' and a greater emphasis on inclusivity.
- Additional detail is added to outline how policies will be tailored to rural areas and cater for rural transport needs, including greater emphasis on and explanation of new approaches, e.g., mobility hubs.
- References to disability are strengthened and further detail is provided within existing policies about how they provide for disabled residents transport needs.
- Further detail is provided about how the LTCP will be implemented.
- Further detail is provided about how the document and its targets and outcomes are proposed to be achieved and monitored, including data sources.
- Decarbonisation and what is meant by 'net-zero' emissions are better explained. References to 'zero-carbon' will be changed to 'net-zero'.
- New policies are added on:
 - Integrated planning
 - Public rights of way
 - Travel to schools
 - Travel to work
- Policy wording is strengthened throughout the document.
- Embodied carbon policy is strengthened, and specific commitments to reduce building made.
- Innovation policies amended to enhance the focus on future proofing, better explain why the policies are needed and new policies added to address the public's privacy and safety concerns.
- Removal of air travel policy.
- LTP4 review and lessons learned summary is added.

Freight and Logistics Strategy

- Document is restructured around 'long distance/strategic', 'to/local' and 'within/last-mile' to recognise that different modes and solutions are required for each.
- Action 6, the proposed process for deciding environmental weight restrictions, is removed following the decision to end the Burford weight restriction and explore a countywide area-based solution.
- Action 8 is amended to reflect that countywide area restrictions will be explored in the short term, outline high level principles and the next steps.



- Additionally, it is proposed that a commitment is made to provide future funding and resource for the evidence gathering, development and delivery of the area weight restriction programme.
- Revisions are made to the appropriate HGV route map.
- Further detail is provided about how the strategy will be delivered.

Active and Healthy Travel Strategy

- Simplify the name of the strategy.
- Simplify the document structure.
- Increase focus on walking, inclusivity, and rural areas.
- Policies are moved to the LTCP or turned into actions.
- Repeated sections from the LTCP are deleted.
- Expand the reach beyond Active Travel Hub's policy remit (to include comms, activation, asset management, etc).
- Dual-choice network label removed.
- Some narrative and detail moved to Local Cycling & Walking Infrastructure Plan (LCWIP) guidance or new walking and cycling design standards.
- Action plan is included.
- Actions made more specific and measurable.
- Add links to external resources.

Innovation Framework

- No key changes proposed at this stage.

Next steps

Changes will be made to all of the documents before they are presented to the county council for adoption. It is anticipated that the documents will be formally adopted at the July 2022 county council meeting.

Following this work will commence on the 'Part 2' supporting strategies. These include the area and corridor transport strategies, Rail Strategy, Bus Strategy, Walking and Cycling Design Guidance, Digital Strategy and Local Cycling and Walking Infrastructure Plans.

Appendix 1 – Stakeholder responses

Transport groups

- Abingdon Liveable Streets
- Active Oxfordshire
- ACT4Oxford
- British Horse Society
- British Motorcycle Federation
- Coalition for Healthy Streets and Active Travel
- Cowley Area Transport Group
- Cycling UK (Wantage)
- Cyclox
- First and Last Mile CIC
- Friends of Iffley Village
- Harwell Bike User Group
- Henley HGV Watch
- Logistics UK
- Motorcycle Action Group
- National Highways
- Network Rail
- Oxford Bus Company
- Oxford Civic Society
- Oxford Pedestrian Association
- Oxfordshire Countryside Access Forum
- Oxfordshire Cycle Network
- Railfuture
- Road Haulage Association
- Sport England
- Stagecoach
- Stratford Rail Transport Group
- Sustrans
- Windrush Bike Project CIC
- Witney Oxford Transport Group

Neighbouring Local Authorities / Sub-national transport bodies

- England's Economic Heartland
- Swindon Borough Council

Political groups

- Banbury Labour party
- Oxfordshire Green Party

Town and parish councils

- Appleford Parish Council
- Banbury Town Council
- Bletchingdon Parish Council
- Brize Norton Parish Council

- Burford Town Council
- Caversfield Parish Council
- Chesterton Parish Council
- Culham Parish Council
- Cumnor Parish Council
- Ewelme Parish Council
- Fritwell Parish Council
- Hanborough Parish Council
- Kirtlington Parish Council
- Launton Parish Council
- Marcham Parish Council
- Middleton Stoney Parish Council
- Nettlebed Parish Council
- Oxfordshire Association of Local Councils
- Shirburn Parish Meeting
- Shrivenham Parish Council
- Sonning Common Parish Council
- Stonesfield Parish Council
- Wantage Town Council
- Watchfield Parish Council
- Watlington Parish Council
- Weston on the Green Parish Council

Environment groups

- Bioabundance
- Campaign to Protect Rural England Oxon
- Chiltern Society
- Empathy Sustainability Ltd
- Low Carbon Oxford North
- Need not Greed Oxon
- One Planet Abingdon Climate Emergency Centre
- Oxford Friends of the Earth
- Oxford Preservation Trust
- Oxford4Nature
- Planning Oxfordshire's Environment and Transport Sustainably
- Sustainable Wychwoods Action Group
- Thame Green Living
- Wantage and Grove Campaign Group

Education

- Christ Church College
- Oxford Brookes University
- University of Oxford

Disability and equalities

- Community First Oxfordshire
- Oxfordshire Transport and Access Group
- Unlimited Oxfordshire

Developers

- Gallagher Development
- L&Q Estates
- Oxford Housing Company Limited
- Oxford University Development
- Ptarmigan Land
- Shipton Ltd
- Summix Development

MPs

- Layla Moran

City and District councils

- Oxford City Council
- South Oxfordshire and Vale of White Horse District Councils
- West Oxfordshire District Council

Businesses / employers

- Milton Park
- ROX
- Science and Technology Facilities Council
- UK Atomic Energy Authority