



Oxford Local Plan 2036

Joint Statement of Common Ground between Highways England, Oxfordshire County Council, and Oxford City Council

Parties:

- Highways England
- Oxfordshire County Council
- Oxford City Council

Introduction

1. This Statement of Common Ground (SoCG) has been prepared jointly between Highways England (HE), Oxfordshire County Council (OCC) as highways authority, and Oxford City Council (OxCC) and referred to hereafter as “the Parties”.
2. This SoCG has been prepared to demonstrate how the Parties have co-operated on certain strategic matters and provides a written record of the progress made between the Parties as well as on-going arrangements for co-operation on these matters. Its purpose is to reflect and confirm the current position agreed by all Parties with regard to the Duty to Co-operate on specific strategic matters relating to transport and clarify area of agreement relating to the Oxford Local Plan 2036 (OLP 2036) on these matters.

Strategic matters upon which the Parties agree

3. A SoCG has been agreed for this area to address certain strategic matters concerning the strategies related to the delivery of housing, economic growth and movement in OLP2036. A meeting was held between the Parties on 7th March 2019 to discuss the representations received to the Draft Oxford Local Plan 2036 received from HE.
4. During this meeting officers from Oxford City Council and Oxfordshire County Council talked through the evidence base of the OLP2036 and the Local Transport Plan 4 as they relate to Oxford City. Officers also provided clarification on the new sites in the plan versus existing sites carried forward into the plan from previous development plan documents. This clarification forms the basis of this SoCG where the Parties agree the OLP 2036 is based on a proportionate evidence base that demonstrates that the housing in OLP 2036 would unlikely result in a detrimental impact upon the Strategic Road Network (SRN), and as such, no specific traffic modeling is required at this stage.
5. The Parties acknowledge that the OLP2036 housing strategy is based upon a capacity based housing figure owing to the constrained nature of the city and recognise that it is important to understand the existing housing context. Of the 8,620 homes; over 4,000 homes are on allocations from the Core Strategy and Sites and Housing Plan to 2026 which could come forward without the OLP2036. The 8,620 figure also includes completions for 2016 and 2017. Therefore, a significant proportion of the homes within Oxford would come forward in the absence of the Plan.
6. The Parties understand that the OLP2036 does not allocate any additional employment land but sets out a policy framework which looks to achieve the most efficient use of existing employment sites. Site allocation policies in the OLP2036 seek

either a reduction in car parking or a requirement that there will be no net gain in parking for the Category 1 employment sites. As such the Parties are in agreement that the economic growth across the City during the plan period would unlikely result in a detrimental impact upon the SRN.

7. All Parties support the OLP2036's approach to deliver change to the transport network through place shaping. The OLP2036 has an important role in helping to implement and support transport projects and the principles of sustainable travel. The OLP2036 promotes sustainable travel in the forms of walking, cycling, and public transport with a shift away from private car use. Furthermore, the policies of the OLP2036 heavily restrict car parking provision on new developments, and in many cases require developments to reduce parking levels compared to the current situation. No new employment sites, which have the potential to generate peak time travel pressures, are being allocated in the OLP2036.
8. The County Council's Local Transport Plan 4 (LTP4) contains schemes to prevent traffic growth within the City and, in the longer term have the potential to reduce traffic. This is to be achieved through improvements to the City's walking, cycling, and public transport networks coupled with transport demand management measures such as Controlled Parking Zones, charges for road use and/or parking, and access restrictions.
9. This means that across the road network, through the life of the Local Plan, traffic increases should be avoided and traffic levels should start to decline. There may be very localised traffic increases associated with particular development sites but these will be assessed and mitigated through the normal development management process.
10. In this context, the Parties agree that the OLP2036's will unlikely have an adverse impact on the continued safe and efficient operation of Oxfordshire's road network and the strategic road network. The Parties agree that work will be required to assess and plan for the local impacts of individual sites through the development management process and to ensure the OLP2036 policies and LTP4 policies are applied.
11. In their representations to the draft OLP2036, HE suggested changes to the policy wording of Policy RE7 (Managing the impact of development) as follows; "*Planning permission will only be granted for development that: b) does not have ~~unaddressed~~ unacceptable transport impacts affecting communities, occupiers, neighbours, and the existing transport network*". All Parties have agreed that this is change should be made to ensure the same terminology as the NPPF (2019) so that in the future all

users of the policy have a clear understanding of what is required. The Parties agree this to be a minor modification that will be incorporated into the plan.

Conclusions

12. It is essential that the Parties continue to work in partnership and collaborate where possible to achieve effective outcomes. As such the draft Oxford Local Plan 2036 has given due consideration to the impact of the policies on the SRN. The Parties are satisfied that policies and proposals in the Plan will unlikely have an adverse impact upon the SRN. This SoCG satisfactorily overcomes the concerns raised by HE in their representation.

Signed on behalf of Highways England



Name: Patrick Blake
Position: Area 3 Spatial Planning Manager
Date: 22 March 2019

Signed on behalf of Oxfordshire County Council



Name: John Disley
Position: Infrastructure Strategy & Policy Manager
Date: 22 March 2019

Signed on behalf of Oxford City Council



Name: Adrian Arnold
Position: Interim Head of Planning Services
Date: 21 March 2019