

Statement of Common Ground between Oxford City Council,**Oxfordshire County Council and National Highways****Submission Draft (Regulation 19) Oxford Local Plan 2045****May 2026****1.0 Introduction**

1.1 This Statement of Common Ground (SoCG) has been prepared jointly between Oxford City Council (OxCC), Oxfordshire County Council (OCC) as highways authority and National Highways (NH), hereafter referred to as ‘the Parties’.

1.2 This SoCG has been prepared to demonstrate how the Parties have co-operated on certain strategic matters. It 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 ‘maintaining effective cooperation’ on specific strategic matters relating to transport and clarify areas of agreement relating to the Oxford Local Plan 2045 on these matters. The SoCG also provides a record of agreement between the Parties that the Oxford Local Plan 2045 is supported by up to date, adequate evidence assessing the individual and cumulative impacts of the development proposed on highway safety and the road network.

1.3 The Local Plan 2045 has been prepared within a changing strategic national context. The legal Duty to cooperate test was revoked on 25 March 2026 and has been replaced by a policy test whereby plan-making authorities now should demonstrate “effective cooperation”.

2.0 Strategic matters upon which the Parties agree

2.1 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 the Oxford Local Plan 2045.

2.2 The Parties acknowledge that the Oxford Local Plan 2045 housing strategy is based upon a capacity-based housing requirement owing to the constrained nature of the city and recognise that it is important to understand the existing housing context. Of the 9,267 homes; circa 5,000 are on site allocations from the Oxford Local Plan 2036 and the Northern Gateway Area Action Plan, all of which could come forward without the emerging Oxford Local Plan 2045. The 9,267 figure also includes the recorded completions for the 2025-6 monitoring year as well as sites in the final phases of delivery including Barton Park. Therefore, a significant proportion of the homes within Oxford would come forward in the absence of the Oxford Local Plan 2045.

2.3 The Parties understand that the Oxford Local Plan 2045 does not allocate any additional employment land. Instead, the plan’s employment strategy sets out a policy framework which looks to achieve the best and most efficient use of existing employment sites.

2.4 In accessible locations in the city, car parking standards for residential developments are much lower than the city-wide maximum standards. For non-residential developments the starting point is for no additional parking except for blue badge and servicing, whereas for highly accessible non-residential sites, a reduction in car parking will be sought. The Parties are therefore in agreement that the housing and economic growth across the city during the plan period would be unlikely to result in a detrimental impact upon the SRN. This is supported by traffic modelling, which shows a very small increase in two-way traffic on the A34 (less than 1,000AADT).

2.5 All Parties support the Oxford Local Plan 2045's approach to deliver change to the transport network through place shaping. The Oxford Local Plan 2045 has an important role in helping to implement and support transport projects (set out in the Infrastructure Delivery Plan) and sustainable travel principles. The Oxford Local Plan 2045 promotes sustainable travel in the forms of walking, cycling, wheeling and public transport with a shift away from private car use. Furthermore, the policies of the Oxford Local Plan 2045 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 Oxford Local Plan 2045.

2.6 The County Council's Local Transport and Connectivity Plan (LTCP), contains a range of policies to prevent traffic growth within the city. This includes proposals for an expanded Zero Emissions Zone, a Workplace Parking Levy, and Traffic Filters (supplemented by an interim Congestion Charge). These schemes are designed to work together to reduce traffic in the city and as they are implemented the potential to reduce traffic further in the city will be realised in the longer-term.

2.7 When the traffic reductions associated with the above schemes are combined with planned improvements to the city's walking, cycling and public transport networks and other transport demand management measures such as Controlled Parking Zones, charges for road use and/or parking, and access restrictions, this means that, across the city's road network, through the life of the Local Plan, traffic increases should be avoided, while traffic levels should continue to decline. While there may be very localised traffic increases associated with particular development sites, these will be assessed and mitigated through the normal development management process.

2.8 Given this context, the Parties agree that the Oxford Local Plan 2045 will be unlikely to 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 policies in the Oxford Local Plan 2045 and LTCP are applied.

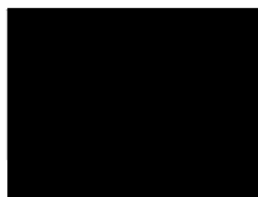
3.0 Conclusions

3.1 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 2045 has given due consideration to the impact of the policies on both the local road network and the SRN. The Parties are satisfied that policies and proposals in the Plan will unlikely have an adverse impact upon the local road network the SRN.

3.2 The parties are committed to working positively together, sharing information and best practice, and continuing to engage with one another through the examination process and beyond.

Signed on behalf of National Highways

Patrick Blake



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Date: 30 June 2026

Signed on behalf of Oxfordshire County Council

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Date: 22/05/26

Signed on behalf of Oxford City Council

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