

Oxford Local Plan 2045

Submission Draft COMMENT FORM

Part A

You only need to
fill Part A in once

Your name: Patrick Blake

Organisation (if applicable): National Highways

Address:

Email:

Date: 20 March 2026

Data protection:

Please note that your response will be made available for inspection by the public in paper form at the Council's offices, or other locations as appropriate for the purpose of facilitating public access.

Your personal details will be properly safeguarded and processed in accordance with the requirements of the General Data Protection Regulation (GDPR) 2018. Your information will be used for The Oxford Local Plan 2045 Proposed Submission Consultation only, and we will only store your data until the Oxford Local Plan 2045 is accepted. Information you give in this form could be shared with the Independent Examiner at the examination stage of the Local Plan process.

We cannot accept anonymous comments.

☒ If you are happy for us to state your name and the first line of your address and postcode when publishing your response(s), please tick this box.

☐ If you would rather all personal details except your name and a non-specific address (e.g. Oxford) to be obscured, please tick this box.

Do you wish to speak at the examination hearings?

(Please note that the Inspector will decide who to invite to speak)

Yes ☒ No ☒

Do you wish to be notified when:

the Council submit the Oxford Local Plan 2045 to the Government?

☒ ☐

the Inspector's Report is published?

☒ ☐

the Oxford Local Plan 2045 is adopted by the Council?

☒ ☐

NH/26/14810 Submission Draft Oxford Local Plan 2045 consultation

[REDACTED]

Date Tue 03/03/2026 10:50

To Planning Policy <planningpolicy@oxford.gov.uk>

Cc [REDACTED]

[REDACTED]

Dear Planning Policy Team

Thank you for inviting National Highways to comment on the Regulation 19 Oxford Local Plan 2045 public consultation.

National Highways (NH) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Therefore, we are concerned with proposals that have the potential to impact the safe and efficient operation of the SRN.

In this case, the SRN relevant to the Oxford Local Plan is the A34 and the M40. (The A40, which connects Oxford to the M40, is not part of the SRN). Junctions of the A34 on the edge of the Oxford city boundary currently experience severe congestion, particularly the Peartree and Hinksey Hill junctions, and most Local Plan impacts are likely to be on the A34. However, impacts on the M40 will still need to be considered.

Overall, in accordance with national policy, we look to Oxford City Council to promote strategies, policies and land allocations that will support alternatives to the car and the operation of a safe and reliable transport network. We welcome the Council's vision to deliver a sustainable, connected and resilient city with a particular emphasis on environmental sustainability, and as part of this, measures which encourage sustainable and active transport and minimise the need to use the private car to travel. Specifically, chapter 7's focus on transforming Oxford into a liveable city with many facilities within walking distance for residents and supporting a transition to sustainable and active forms of transport, including an expectation of low car development, aligns greatly with our strategy.

We would be concerned if any material increase in traffic were to occur on the SRN or at its junctions because of planned growth within the city, without careful consideration of mitigation measures. It is important that the Local Plan provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure being in place. When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support a local authority proposal that considers sustainable measures, which manage down demand and reduce the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed

new growth will need to be considered in the context of the cumulative impact from development already proposed on the SRN.

Chapter 8 provides details of the following residential sites which border the SRN:

- Policy SPN3 – Oxford North Remaining Phases
- Policy SPN5 – Pear Tree Farm
- Policy SPN6 – Red Barn Farm

No employment sites border the SRN. Oxford City Council has carried out traffic modelling work which indicates that the overall impacts of Oxford City's growth on the A34 will be fewer than 1,000 AADT. Nevertheless, these sites will still need to pay close attention to the impact on the SRN during planning application stage, particularly the impact on the Peartree Roundabout. National Highways expects to be consulted further on these sites when proposals come forward.

We are supportive of the Oxford Local Plan draft, and the ambition to deliver a liveable city traversable by active travel modes, as well as public transport solutions. Limiting the increase in car journeys not only maintains the SRN, but reduces environmental impacts of travel, and increases the efficiency of other transport measures. We have provided feedback where necessary on the respective Policies considered to have potential impact on the SRN and note at this stage the Local Plan does not provide details or understanding of the impact to capacity at the local road network level. The SRN needs to be added to this requirement as well as a need to assess capacity when required.

National Highway supports Oxford City Council's commitment to work with partners to consult on potential developments coming forward within the city. We look forward to continuing the ongoing work with all parties to identify and produce a robust transport strategy which would inform the size and scale of development deliverable within Oxford up to and beyond the Local Plan process.

Regards

Patrick Blake, Area 3 Spatial Planner

