

LOCAL TRANSPORT PLAN 2006-11

1. This paper is intended to add some background to the process the County Council is going through to develop the Local Transport Plan for Oxfordshire. The intended programme for Oxford is set out in a table on the next page. Finalising our spending plan and setting targets are the two last major pieces of work to do on the LTP before we submit it to the Department for Transport in March 2006. Feedback from public consultation including each City Area Committee is scheduled for November 2005.
2. October 2005 – March 2006: key milestones:
 - 7 Nov – 6 Jan consultation period
 - Mid January 2006 – End of public consultation on proposed programme.
 - 21 February 2006 – County Council Cabinet consideration of Final LTP, including the spending programme and targets.
 - 31 March 2006 – Submission of the Final LTP to the Department for Transport
 - April 2006 – Approval of the Final LTP by the County Council to enable official adoption as County Council policy
3. The new LTP will take effect from 1 April 2006.

Objectives

4. Government decisions on our programme are based on us demonstrating that we are meeting these objectives.

Tackling congestion

Reducing the delays people experience when travelling on Oxfordshire's roads, whether by public or private transport or on foot

Making roads safer

Reducing the number of people killed or seriously injured in road accidents

Delivering accessibility

Ensuring people can get to key destinations such as employment and healthcare within a reasonable time and at a reasonable cost. Whether or not they have access to a car.

Improving air quality

Reducing pollution in areas where pollutant levels exceed national standards

Improving the street environment.

Making improvements to streets which suffer from high levels of traffic or unattractive design to make them more attractive places to be.

5. The first four are government objectives. The fifth objective - improving the street environment - is considered a local priority, because transport planning and highway design can have such a profound effect on how street look and

how much traffic uses them and ultimately therefore how attractive they are. Investment in transport over the next five years has to be focused on making progress towards these objectives. Targets will be set against the programme for the final LTP submission.

6. The objectives set by Government are the starting point for identifying transport problems across the county. The County Council applied weightings to each of these problems, based on public opinion and professional knowledge, and assessed the magnitude of the problems on a range of criteria for each of the objectives, such as number of people affected, length of road, traffic flow etc. The same weightings were applied across Oxfordshire to try and provide an objective framework for expenditure and to ensure the best value for money approach.

Network Development Programme

7. The focus of this programme will be measures to improve conditions for travel and reduce transport problems on roads outside of Oxford and the county's other towns.
8. The highest priority problems we've identified for this programme are mostly to do with problems getting to Oxford. The capacity of several of the junctions on Oxford's Ring Road is insufficient to cater for the flows of traffic that now pass through them every day. This is a major cause of congestion and delay across central Oxfordshire. Much of what we're proposing within the Public Transport and Oxford programmes should relieve some of the pressure on these junctions by encouraging more people to make trips by bus and rail, but we're still going to need to look at implementing improvements to increase capacity at selected locations.

Access to Oxford

9. Access into Oxford is one of the major challenges for the County. Limited capacity on a number of the junctions on the city's Ring Road results in queues on many of the routes into the city and significant delays for car users and bus passengers.
10. To tackle this we are planning to start a major initiative in the next five years to improve access to the city. Individual schemes will be implemented over the next ten years. Included within this we propose improvements to three major junctions on the Ring Road - the Headington, Wolvercote and Cutteslowe roundabouts, with the objectives of reducing queues, increasing bus priority and improving road safety.

Oxford Transport Strategy

11. The detail within the programme is still to be settled depending on the funding allocation which we will know in November for the 2006/7 and for the remaining years after submitting the final LTP to DfT in March 2006. Details on the elements within headline items will be subject to further consultation and detailed appraisal and design. The intended programme for other areas of the County is set out in the provisional Local Transport Plan, which was published in July.

| OXFORD DRAFT PROGRAMME | Congestion | Road safety | Accessibility | Air quality | Street environment |
|---|------------|-------------|---------------|-------------|--------------------|
| Banbury Road Corridor – Summertown + Cutteslowe Rd (inc Premium Route) | + | + | + | | + |
| Woodstock Rd/Wolvercote Rdbout (part of A40 strategy) | + | | + | + | |
| Central Area Air Quality Action Plan | + | | | + | |
| City Centre Bus Gate Camera Enforcement | + | | + | + | |
| Cowley Road Demonstration Project | + | + | + | | + |
| Cycle Network Improvements (inc parking) | + | + | + | + | |
| Fairfax Road/Purcell Road Cycle Link | + | + | + | | |
| High Street Streetscape Improvements | | + | | | + |
| London Road Corridor (inc Premium Route) | + | + | + | + | + |
| Marston Road Bus Lane/Gate | + | | + | | |
| Marston Road Cycle Improvements | + | + | + | | |
| Morrell Avenue Bus Stop Improvements | | | + | | |
| Ring Road Signing | + | | | | |
| Thames Towpath Cycle Route | + | + | | | |
| The Plain Roundabout | | + | | | |
| Old Marston traffic calming | + | + | | | |
| Headington/Marston pedestrian crossings | | + | + | | |
| CONTROLLED PARKING ZONES | | | | | |
| North Summertown CPZ | + | | | | |
| Headington Girdlestone Road CPZ | + | | | | |
| Headington North East CPZ | + | | | | |
| Headington Quarry CPZ | + | | | | |
| The Lakes CPZ | + | | | | |
| Northway CPZ | + | | | | |
| Marston South CPZ | + | | | | |
| Divinty/Southfield Rd area CPZ | + | | | | |
| East Oxford extension CPZ | + | | | | |
| Wood Farm CPZ | + | | | | |
| Lye Valley CPZ | + | | | | |
| Marston North CPZ | + | | | | |
| | | | | | |
| Better Ways to school programme | + | + | + | | |
| Network development – A40 junctions | + | | + | | |

Potential LTP2 Integrated Transport Funding Options

| £000s | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | TOTAL |
|-----------------|----------------|----------------|----------------|----------------|----------------|---------------|
| Option 1 | 9,551 | 8,918 | 8,700 | 8,438 | 8,128 | 43,735 |
| Option 2 | 9,129 | 8,074 | 7,371 | 7,740 | 8,128 | 40,442 |

12. Our programme decisions and what schemes are included for the next five years is based on funding being available at one of the levels indicated in the table above. By the end of November we expect the Department for Transport to tell us which of the two options will apply. The budget available is effected further by the DfT's decision on the quality of the final Local Transport submitted and on our performance monitored in the Annual Progress Report, therefore the final figure each year could vary up or down by approximately 20%. The final budget also includes money secured through section 106 agreements within the Planning Process, the programme for Oxford already includes the S106 allocations.