

Appendix 1 – Overview of draft Provisional LTP and draft Bus Strategy

1.0 Provisional LTP – Consultation Draft

- 1.1 Section 1 introduces the principles and thinking used in formulating the strategy set out in the plan. The guiding principles listed are value for money; transcending boundaries (i.e. relationship with areas adjoining Oxfordshire); development and sustainable travel (i.e. land-use considerations); consultation; policy into practice' (i.e. means of implementation); and taking account of the wider context.
- 1.2 Section 2 provides policy context in outlining key national, regional and countywide strategy documents.
- 1.3 Section 3 sets out five proposed priority objectives. Four of these are prescribed by central Government (tackling congestion, delivering accessibility, safer roads and better air quality). A fifth local objective of improving the quality of the street environment is additionally proposed. The five priority objectives broadly relate to the main transport issues in Oxfordshire, applicable to a range of problem locations. The objectives are weighted, such that some are afforded greater priority than others. Weightings are stated to have been based on the results of early public and stakeholder consultation.
- 1.4 The weightings proposed for the five priority objectives (expressed as a 'maximum score' to be used in assessing schemes) are as follows:
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| • Congestion | 1600 |
| • Road safety | 1200 |
| • Accessibility | 1100 |
| • Air quality | 1000 |
| • Street environment | 800 |
- 1.5 These objectives, and the weightings afforded to them, are likely to have a significant bearing on the priorities for investment in transport schemes over the next five years. For example, assessment of a particular public space as having a very poor street environment would only score half as much as an acute congestion problem on a busy highway, when assessing scheme priorities.
- 1.6 Section 4 attempts to relate the five priority objectives to the County Council's long-term vision and objectives for improving transport in the county. These long-term goals are: strengthening of the local and regional economy; improving access to services; improving travel safety; minimising travel impact on the environment, and reducing the need to travel and encouraging non-car alternatives.

- 1.7 Section 5 relates to countywide initiatives. It gives an outline implementation timetable for major schemes based on 5-year tranches, in line with the outcome of the recent Transport Networks Review (TNR). There is also an outline of the County Council's strategies on bus travel; rail travel; coach travel; school travel planning; walking and cycling; rights of way improvement; workplace travel plans; personalised travel planning; and strategies for network management and general maintenance. Parking measures and taxis/private hire vehicles are also briefly dealt with here. However, very little information is given on implementation.
- 1.8 Section 6 sets out a strategy for the Central Oxfordshire sub-region, which emphasises the importance of Oxford as a regional centre, and therefore prioritises transport links to Oxford. The strategy envisages large-scale infrastructure improvements on the fringes of the City, with high importance being attached to reducing the impact of congestion on bus services into Oxford from elsewhere in the sub-region.
- 1.9 The strategy includes proposals for remote park and ride serving the A40 (west of Oxford), A34/M40 near Bicester and also the A34 south of Oxford. Various junction improvements are also proposed. A priority project is identified to improve the 'Northern Gateway' by significantly increasing capacity at the the Wolvercote and Cutteslowe roundabouts. A new road is also under consideration to provide a direct link between the A40 and Pear Tree Park and Ride site. Proposals are also put forward to improve the 'Southern Gateway' through a more focused set of improvements, including bus priority measures between the A34 at Heyford Hill and Abingdon Road, and the A4074 at Hinksey Hill and Abingdon Road.

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- 1.9 The remaining Sections 7-11 deal in turn with the five District areas. Section 8 relates specifically to Oxford. The introduction includes an overview of local planning policies relating to transport, together with a brief review of the Oxford Community Strategy. There follows a fairly detailed review of problem locations in Oxford. Issues discussed in this section are generally site specific and are too numerous and detailed to list in this report.
- 1.10 Sub-section 8.2.2 covers accessibility issues, including access to work; access to education; access to health; access to food/shopping, and social exclusion. The sub-section will be expanded following completion of a current accessibility audit exercise, which will lead to the production of maps showing levels of accessibility by various modes to key services and destinations. This will have a potentially useful role both in terms of developing transport networks, but also in making strategic planning decisions on the sustainable location of development.

1.11 The final part of this section provides a brief overview of the Oxford Transport Strategy. It states that transport solutions in Oxford “will continue to be based on the existing Oxford Transport Strategy principles of providing priority for public transport, cycling and walking. This is in parallel with demand management through parking charges, controlled (residents’) parking zones and limiting availability of parking space in the central area, plus working in partnership on Travel Plans with schools and businesses”.

2.0 **Overview of Draft Bus Strategy**

2.1 The draft strategy relates to the whole of Oxfordshire, but has particular relevance to Oxford as the county’s transport hub. The overall strategy builds on the County Council’s ‘Premium Routes’ initiative, and envisages the further development of a 3-tier hierarchy of bus services:

- Premium Routes: a core network of bus routes, mainly into Oxford from the Country Towns, larger villages and Oxford suburbs, providing a high quality, ‘turn-up-and-go’ service;
- Interlink services: to provide regular daytime services from smaller settlements which connect with the premium route network;
- Feeder services: mainly subsidised services providing bus accessibility to rural areas (generally of a lower frequency).

2.2 In addition, it is proposed to develop ‘expressway services’ into Oxford serving new remote park and ride sites near to Witney, Abingdon and Bicester. Development of these services would be dependent on bus priority improvements, particularly on the approach roads and junctions into Oxford.

2.3 The draft strategy describes the various ways in which bus priority and service provision in and around Oxford could or will be improved. Issues covered include infrastructure improvement or alteration to improve the free flow of buses; traffic and parking enforcement; management of the road network; bus stop and interchange improvements; development of park and ride, and ticketing and information.

2.4 Other issues considered are provision of express coach services; consultation and partnership proceedings; air quality management areas; and providing for those with disabilities. The strategy also includes considerable detail about the allocation of bus subsidies, and how subsidised bus services are and will be managed by the County Council.