

TRANSPORT

Indicator 37 (Core)	Amount of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, areas of employment and a major retail centre
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Objective

To promote public transport as a chosen means of travel; to promote accessibility to jobs and services, and to reduce the need to travel by private car.

Target

To provide new housing in proximity to local facilities.

Data analysis

In July 2005, Oxfordshire County Council produced a Framework Accessibility Strategy as part of the Provisional Oxfordshire Local Transport Plan 2006-2011 (LTP2), which provides detailed information on bus accessibility to key services and service centres. The maps indicate that all established residential areas within Oxford are within 30 minutes' public transport travelling time to the services listed in the indicator, with the exception of part of the Greater Leys Estate, which is up to 40 minutes' bus/walk travel time from the nearest hospital. Monitoring data for residential completions indicate that no new residential development has taken place within this area during the monitoring period.

The following table shows the number and proportion of residential completions within 30 minutes' public transport travel time (i.e average bus + walk time) to the nearest key service shown, based on the LTP2 Accessibility Maps.

	Nearest GP	Nearest hospital	Nearest primary school	Nearest secondary school	Nearest employment	Nearest retail centre
Residential completions within 30 minutes' public transport travel time	718	718	718	718	718	718
Percentage of total	100%	100%	100%	100%	100%	100%

Commentary

The City of Oxford enjoys exceptionally good accessibility to local services by bus. Therefore, all new housing has complied with the indicator set out above (as shown in the table). It is expected that virtually all new development in Oxford will continue to comply with this indicator in the foreseeable future.

On target? 

Indicator 38 (Core)	Amount of completed non-residential development within Use Class order A, B or D complying with car parking standards set out in the Local Development Framework.
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Objective

To promote sustainable transport choices, and minimise inefficient use of land, through promoting parking provision restraint as appropriate to local circumstances.

Target

To ensure that new non-residential development complies with car parking standards.

Data analysis

The pie chart below shows the number and proportion of non-residential development completions (or changes of use) which comply with Local Plan parking standards most applicable at the time of determination. It should be noted that both minimum standards (i.e. provision to be equal to or greater than stated standard) and maximum standards (i.e. provision to be equal to or less than stated standard) have been used, depending on the time at which approval was granted (see below). The bar graph shows compliance with the indicator within each applicable use class¹.

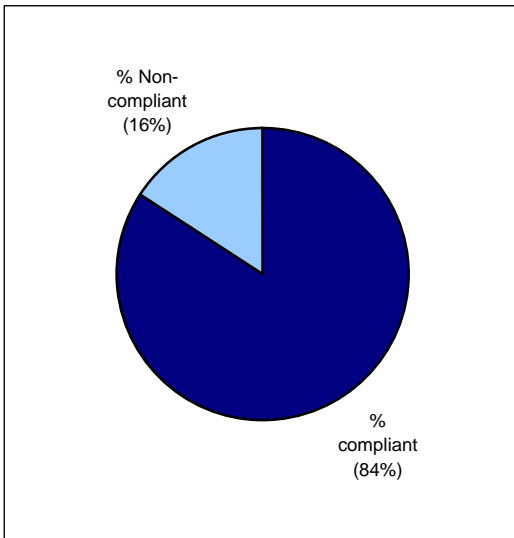


Figure 44: number (n) and proportion of non-residential completions complying with parking standards

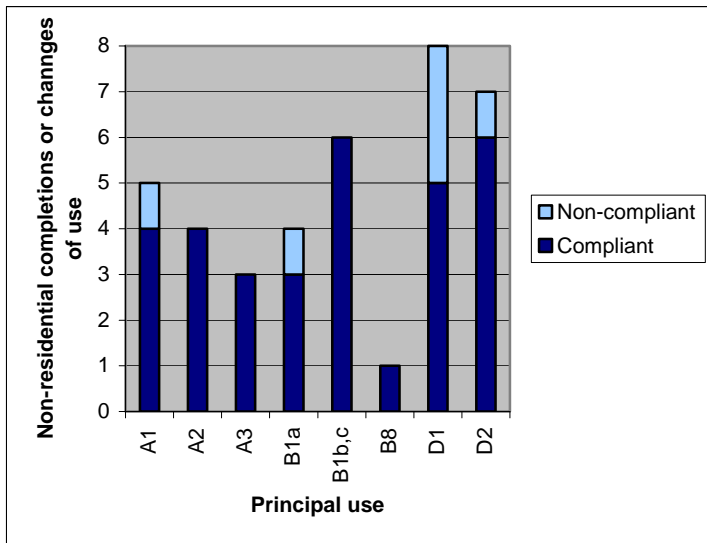


Figure 45: Number of non-residential completions complying with parking standards by use class

It should be noted that five of the developments were considered to consist principally of residential development but with a significant element of non-residential; these developments have been classified according to their main non-residential use for the purpose of this report. (This also applies to **Indicators 39 and 40**)

¹ Use Classes Order 2005 – See Glossary

Regarding the standards used, the Second Draft Oxford Local Plan 2001-2016 was approved by the City Council for development control purposes in February 2003. Therefore all developments which were granted planning permission before February 2003 have been judged against the *minimum* parking standards set out in the previous Oxford Local Plan 1991-2001, whilst all developments approved from February 2003 onwards have been judged against the *maximum* parking standards set out in the current Oxford Local Plan 2001-2016.

Commentary

There were 38 non-residential developments completed and identified through monitoring for the 2004/05 period. Of these, 84% were considered to be compliant with the general parking standards being used at the time of determination.

The low number of completions during the monitoring period, combined with the two different sets of parking standard potentially applicable to some developments, renders it difficult to make a meaningful judgement on whether parking standards have been consistently adhered to. In addition, the merits of individual proposals, including local or special circumstances, form an important part of many decisions made, however such considerations are not taken account of in this analysis.

It is expected that the proportion of development completions complying with parking standards will be maintained at the present high level or improved upon, as the more up-to-date maximum standards set out in the Oxford Local Plan 2001-2016 will be used consistently, as opposed to when the standards set out in the previous Local Plan were also material prior to its formal replacement.

On target? ✓

Indicator 39 (Local)	Percentage of completed non-residential development complying with car-parking standards for people with disabilities
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Objective

To ensure provision of an appropriate level of good quality disabled parking spaces as part of all new non-residential development, in order to maximise accessibility to local services for people with disabilities.

Target

To ensure that new non-residential development complies with car parking standards for people with disabilities.

Data analysis

The pie chart below shows the proportion of non-residential development completions (or changes of use) which comply with Local Plan disabled parking standards most applicable at the time of determination. The bar graph shows compliance with the indicator within each applicable use class¹.

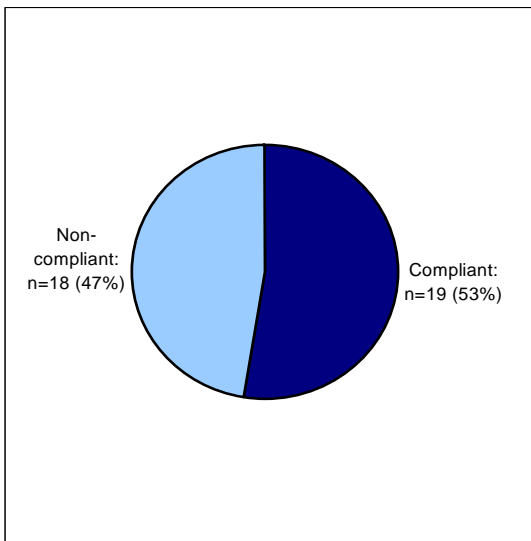


Figure 46: Number (n) and proportion of non-residential completions complying with disabled parking standards

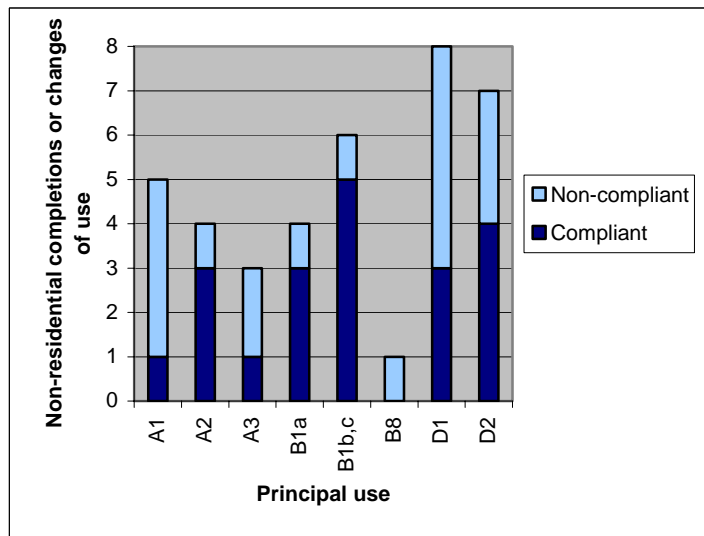


Figure 47: Number of non-residential completions complying with disabled parking standards by use class

Regarding the standards used, the Second Draft Oxford Local Plan 2001-2016 was approved by the City Council for development control purposes in February 2003. Therefore all developments which were granted planning permission before February 2003 have been judged against the parking standards set out in the previous Oxford Local Plan 1991-2001 (which did not specify any requirement for disabled parking). However all developments approved from February 2003 onwards have been judged against the parking standards set out in the Oxford Local Plan 2001-2016, which generally require 5% of parking provided to be allocated for disabled drivers, and that there should be disabled parking provision of some kind for all commercial development.

¹ Use Classes Order 2005 – See Glossary

Commentary

Of the 38 non-residential completions (or changes of use), 53% were considered to be compliant with the disabled parking standards being used at the time of determination.

It would be difficult to make a meaningful analysis of the data in relation to the stated objective and target. The number of completions during the monitoring period was relatively low. In many cases, the special merits of the proposal may have been more material than the general stated requirement. For example some developments are already served by public or on-highway parking bays, both disabled and non-disabled (for example in the City centre), in which case the general standard may not have been applied. In addition, where changes of use were proposed for small premises within tightly built-up areas (for example terraced parades of shops), it would in many cases have been unfeasible to provide allocated disabled parking.

It should further be noted that all developments which gained approval before February 2003 automatically comply as no specific standard for disabled parking was set in the Adopted Oxford Local Plan 1991-2001.

It is expected that compliance with disabled parking standards will be improved upon in forthcoming years, subject to the merits of individual cases, particularly following the expected publication of a Parking Standards SPD in 2007 which will provide more detailed guidance.

On target? **X**

Indicator 40 (Local)	Percentage of completed non-residential development complying with cycle-parking standards
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Objective

To increase the attractiveness of cycling as a means of travel for employees and visitors to businesses and services in Oxford.

Target

To ensure that new non-residential development complies with cycle parking standards.

Data analysis

The pie chart below shows the proportion of non-residential development completions (or changes of use) which comply with Local Plan cycle parking standards. The bar graph shows compliance with the indicator within each applicable use class¹.

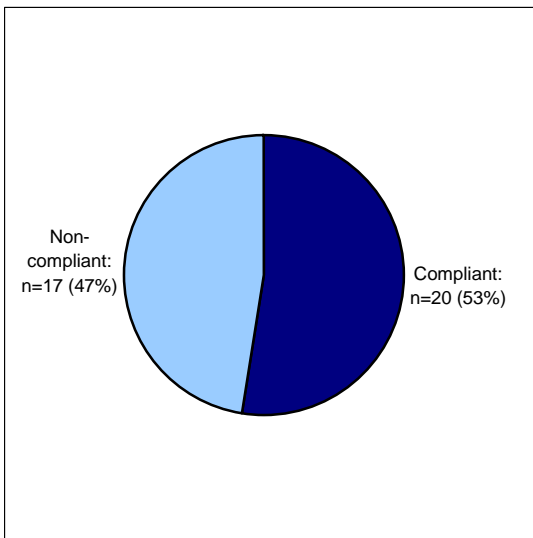


Figure 48: Number (n) and proportion of non-residential completions complying with cycle parking standards

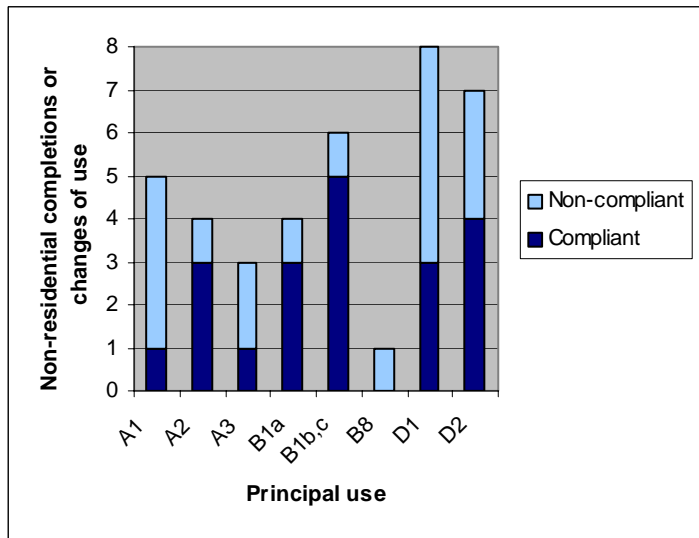


Figure 49: Number of non-residential completions complying with cycle parking standards by use class

Regarding the standards used, the Second Draft Oxford Local Plan 2001-2016 was approved by the City Council for development control purposes in February 2003. Therefore all developments which were granted planning permission before February 2003 have been judged against the minimum cycle parking standards set out in the previous Oxford Local Plan 1991-2001, whilst all developments approved from February 2003 onwards have been judged against the minimum cycle parking standards set out in the current Oxford Local Plan 2001-2016.

¹ Use Classes Order 2005 – See Glossary

Commentary

There were 38 non-residential developments completed and identified through monitoring for the 2004/05 period. Of these, 53% were considered to be compliant with the cycle parking standards being used at the time of determination.

It is expected that this figure will improve in future years, as the revised minimum cycle parking standards set out in the current Oxford Local Plan 2001-2016 will be used consistently, as opposed to when the standards set out in the previous Local Plan were also material prior to its formal replacement. Furthermore, the revised standards better reflect the level of cycle parking provision generally required for new non-residential development.

On target? **X**

Indicator 41 (Contextual)	Overall change in traffic levels at the Oxford inner and outer cordons
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Objective

Limit traffic growth in Oxford.

Target adopted by Oxfordshire County Council

No growth in annual average daily 12 hour traffic flow across the Oxford Inner Cordon¹; limit growth in annual average daily 12 hour traffic flow across Oxford Outer Cordon² to an average yearly 1% growth level (this being 1% per year below the forecast growth for Oxford).

Data analysis

The chart below is based on Oxfordshire County Council monitoring of traffic flows across the Inner and Outer Cordons, and shows the trend in traffic growth in Oxford over the last four years.

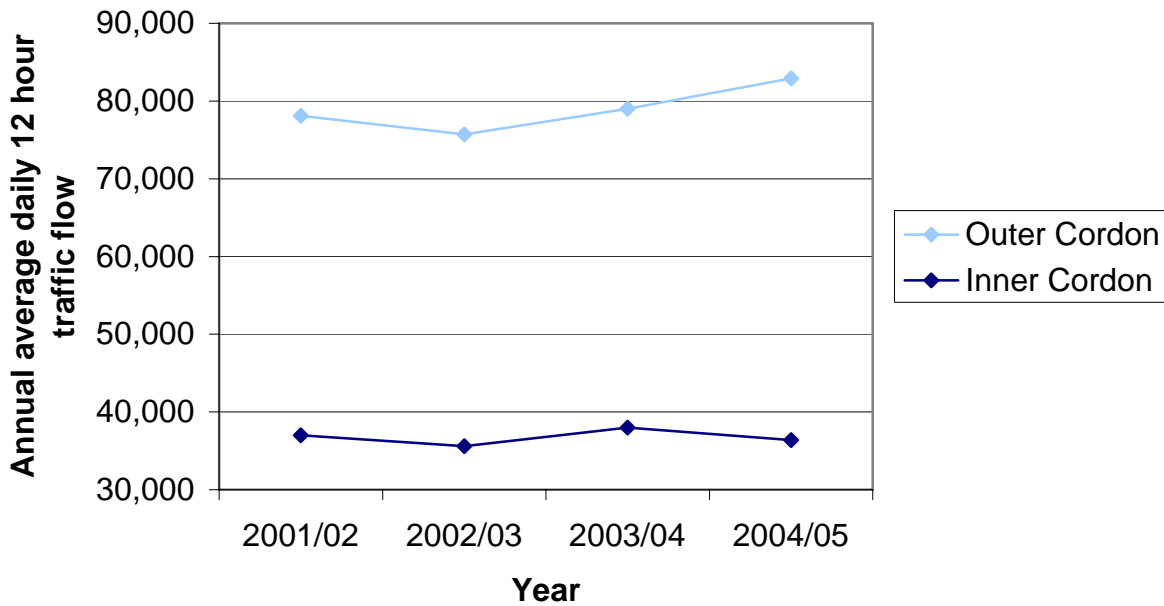


Figure 50: Traffic growth in Oxford, 2001/02 – 2004/05

Commentary

The targets referred to above relate to those set in the previous Oxfordshire Local Transport Plan 2001-2006 (LTP1). The current LTP, and the targets within it, are currently being reviewed, and new targets will be set out in the next full Local Transport Plan 2006-2011 (LTP2), due to be published March 2006.

¹ Automated traffic counters are located at six principal vehicular routes into the City centre, which are collectively referred to as the Oxford Inner Cordon.

² Automated traffic counters are located at twelve principle vehicular routes into Oxford close to the Oxford ring road, which are collectively referred to as the Oxford Outer Cordon.

Monitoring of indicators set out in the LTP1 has indicated that the County Council is currently not on track to meet these targets.

On target? N/A

No target appropriate, as this is contextual information.

GLOSSARY

Best Value Performance Indicator	Data measuring local authority performance on a wide range of indicators used to allow comparisons between authorities
Brownfield Land	See Previously Developed Land
Core Strategy	A Development Plan Document that sets out the long-term spatial vision for the local planning authority's area, with objectives and policies to deliver that vision
Development Plan	An authority's development plan consists of the relevant Regional Spatial Strategy and the Development Plan Documents contained within its Local Development Framework
Development Plan Document (DPD)	Spatial planning documents that form part of the Local Development Framework. They are subject to independent examination and, together with the relevant Regional Spatial Strategy, forms the Development Plan for the local authority area
Indicators	A measure of variables over time which can be used to measure achievement of objectives
Index of Multiple Deprivation 2004	This is an index calculated nationally for all lower level Super Output Areas in the Country which combines data from the domains of income deprivation, employment deprivation, health deprivation and disability, education, skills and training deprivation, crime, barriers to housing and services and living environment
Local Development Document (LDD)	The documents which (taken as a whole) set out the City Council's policies relating to the development and use of land in Oxford.
Local Development Framework (LDF)	Introduced by the Planning and Compulsory Purchase Act 2004 as the replacement for Local Plans. It is the term to describe the whole portfolio of planning policy documents (Local Development Documents) setting out the planning strategy and policies for the area. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports.
Local Development Scheme (LDS)	A project plan which outlines every Local Development Document that the City Council intends to produce over the next three years along with timetables for their preparation. The Local Development Scheme will be reviewed annually
Local Plan	A Local Plan sets out planning policies and allocations of land for development. It sets out where different types of development, from housing to shops and offices, that could be built during the plan period. Following the Planning and Compulsory Purchase Act (2004) they have been superseded by Local Development Frameworks
Local Transport Plan (LTP)	A statutory plan produced by the local highways authority (Oxfordshire County Council) setting out the plans for transport for the next 5 years
Major applications	Major applications are defined in the General Development Procedure Order 1995 as: <ul style="list-style-type: none">• a residential development of 10 or more dwellings;• residential development on a site of 0.5ha or more;• development involving a building(s) with a floorspace of 1,000 sq metres or more;

- any other development on a site of 1 hectare or more.

Planning and Compulsory Purchase Act (2004)	Introduced significant changes to the plan making process at all levels
Previously Developed Land (PDL)	Land which is or was occupied by a permanent structure (excluding agriculture or forestry buildings). The definition covers the curtilage of the development.
Primary Shopping Frontage	This relates solely to the City Centre. It aims to ensure the percentage of Class A1 (retail) units remains above 75%.
Regional Spatial Strategy (RSS)	These are to be prepared by Regional Planning Bodies, and set out the region's strategic policies in relation to the development and use of land and form part of the statutory development plan. For the South East region the RSS will be the South East Plan
Secondary Shopping Frontage	These relate to the City centre and parts of the Cowley Road and St. Clements. Secondary Shopping Frontages ensure a predominance of Class A1 (retail) uses, but allows for other Class A uses. A small proportion of other uses is possible on their merits. Residential use is not an acceptable use at ground-floor level in the Secondary Shopping Frontages.
Sites of Local Importance for Nature Conservation (SLINC)	A site containing important habitats, plants and animals in the context of Oxford.
Sites of Special Scientific Interest (SSSI)	Areas identified by English Nature as being of special interest for their ecological or geological features.
South East England Development Agency (SEEDA)	Is the Regional Development Agency for the South East, is responsible for the sustainable economic development and regeneration of the region. It is a business led organisation, with some government funding and is accountable to Government
South East England Regional Assembly (SEERA)	A representative body, comprising 111 members including elected councillors, nominated by the region's local authorities. There are also regional representatives chosen by town and parish councils, voluntary sector, environmental groups, business and economic partnerships, education and cultural networks and faith communities
South East Plan (SEP)	The SEP is the <i>Regional Spatial Strategy</i> for this region and, once adopted, will replace existing regional guidance set out in Regional Planning Guidance Note 9 (RPG9). It is produced by SEERA and sets out a spatial framework of strategic policies that will promote an integrated, co-ordinated and a more sustainable approach to development in the region up to 2026
Special Areas of Conservation	These consist of areas that are vitally important for nature conservation and have been identified as containing the best examples of habitats and species under the European Habitats Directive 1992.
Super Output Area	The Office for National Statistics (ONS) are devising a new layered geography for Neighbourhood Statistics. The smallest areas are

Output Areas created for the 2001 Census. The largest areas are local authority districts. Between these layers will be three intermediate layers, called Super Output Areas. 2001 Census information is available at these levels and 2004 indices of deprivation are based on the lowest level SOAs. These have a minimum population size of 1,000 persons (1,500 average). They are designed to replace electoral wards as the standard geography for the collection and dissemination of small area statistics, but they will be of a much more consistent size and will not be subject to as frequent a change of boundary.

**Supplementary
Planning
Documents (SPDs)**

A type of Local Development Document that supplements and elaborates on policies and proposals in Development Plan Documents. It does not form part of the Development Plan and is not subject to independent examination

USE CLASSES ORDER 2005

A1	Shops	Shops, retail, warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, dry cleaners, internet cafes, etc. Pet shops, cat-meat shops, tripe shops, sandwich bars Showrooms, domestic hire shops, funeral directors.
A2	Financial & Professional Services	Banks, building societies, estate and employment agencies. Professional and financial services, betting offices.
A3	Restaurants & Cafes	Restaurants, snack bars, cafes.
A4	Drinking Establishments	Pubs and bars.
A5	Hot Food Take-Aways	Take-Aways.
B1	Business	(a) Offices, not within A2 (b) Research and development, studios, laboratories, high tech (c) Light Industry
B2	General Industry	General industry
B8	Storage & Distribution	Wholesale warehouse, distribution centre, repositories.
C1	Hotels	Hotels, boarding and guest houses
C2	Residential Institutions	Residential schools and colleges Hospitals and convalescent/nursing homes
C3	Dwelling houses	Dwellings, small businesses at home, communal housing of elderly and handicapped.
D1	Non-residential Institutions	Places of worship, church halls. Clinics, health centres, crèches, day nurseries, consulting rooms Museums, public halls, libraries, art galleries, exhibition halls. Non-residential education and training centres.
D2	Assembly & Leisure	Cinemas, music and concert halls. Dance, sports halls, swimming baths, skating rinks, gymnasiums. Other indoor and outdoor sports and leisure uses, bingo halls, casinos.

Sui Generis

A land use which does not fall into one of the above specific land use categories. Examples of Sui Generis land uses may include shops selling and/or displaying motor vehicles, retail warehouse clubs, laundrettes, taxi or vehicle hire businesses, amusement centres, petrol filling stations, hostels, theatres or nightclubs.