

**CABINET - 17 April 2012**

**OXFORDSHIRE LOCAL TRANSPORT PLAN 2011-2030  
ANNUAL REVIEW 2012**

**Report by Interim Deputy Director, Environment & Economy (Highways  
&Transport)**

**Introduction**

1. The Local Transport Plan 2011-2030 (LTP3) was approved by Cabinet on 15 March 2011 and adopted as policy by Council on 5 April 2011. The 20 year timescale of the Plan provides a long term transport strategy that covers the period of the district councils' Local Development Frameworks and enables better planning of major infrastructure projects.
2. To mitigate the risk of the plan becoming less relevant as time passes and ensure it is kept up to date, it was agreed that LTP3 should be a more flexible, internet based document, subject to a system of annual review, and that interim changes could be made by the agreement of the Cabinet Member for Transport in consultation with officers.
3. The purpose of this report is to set out for formal approval the changes to LTP3 that have been provisionally agreed during the year (see Annex 1) as well as identify other proposed changes resulting from a review of LTP3 (itself informed by external developments over the last year, see Annex 2). As such, many of the changes proposed are procedural, clarifying the Council's position and reflecting changes which have been considered previously. A copy of the full revised Plan has been placed in the Members' Resource Centre.

**Changes Provisionally Agreed by Cabinet Member for Transport**

4. **Science Vale UK.** This concept was being developed at the same time as LTP3 and work on development of the strategy for the area has continued. As a consequence, the adopted Plan does not present the strategy for this area in the most effective form, which could reduce the scope to deliver the investment in infrastructure required to support growth and development. The revised approach presents a single strategy for SVUK rather than a linked set of town strategies and takes into account recent developments such as the designation of an Enterprise Zone for the Science Vale UK area.

## Additional Proposed Changes

5. **Oxfordshire Growth Arc.** The concept of the Growth Arc encompassing Bicester, Oxford and Science Vale UK has been developed over the last year and will be a major determinant for our and the Local Enterprise Partnership's future investment strategy to deliver jobs and growth. The text in Annex 2, Appendix A sets out a new strategic context section for LTP3 that reflects this position, identifies the main issues relating to transport and growth in the Arc and includes the impact of recent changes such as devolution of Government funding for major Transport Schemes. An overarching movement strategy for the Growth Arc area is also set out.
6. **Rail Strategy and Delivery Plan.** This was published in draft in January 2012 and, following consultation, a finalised Plan has been put forward for approval. While most of the Strategy was included implicitly in the LTP, it is proposed to update the Plan to reflect the agreed Strategy. Annex 2, Appendix B includes the replacement text for paragraphs 11.41-11.52 of the document and other areas of the Plan will be updated accordingly.
7. **Local Area Strategies.** Science Vale UK has demonstrated the benefits of having named policy objectives in each locality or town. The adopted Plan already has principles before each element of the strategy in each area. These have been re-cast as policies and then numbered to allow these to be more easily referenced in planning appeals, public inquiries etc. This should make LTP3 easier to use and enable the Council and its partners to be more effective in delivering Plan and local area objectives.
8. **Lorry Routes.** LTP3 included a commitment to review the county's lorry route network. An updated network has been developed consistent with (and in consultation with) neighbouring authorities who also have approved networks (West Berkshire, Gloucestershire and Warwickshire), in terms of how cross boundary routes are treated and overall presentation. Consultation also involved community groups and major haulage organisations. A high level network plan is included in the LTP document, with additional text (for Chapter 3) shown in Annex 2, Appendix C. Although not a requirement, it is desirable that the network has the statutory support that being part of the LTP gives, as it should carry greater weight when determining planning applications, negotiating routing agreements etc.
9. **Road Classification.** Management of road numbering and classification is to be devolved from the Department for Transport to local highway authorities for all roads except motorways and trunk roads. The proposed new policies and supporting text for this are outlined in Annex 2, Appendix C. This sets out our aims for managing the network and the criteria we will use to assess whether to support requests for re-classification or re-numbering of routes.
10. **Minor Text Changes.** Typographical or other errors which do not affected the meaning of the Plan have been corrected and are not outlined here.

## Programme and Monitoring

11. The adopted LTP has only a high level implementation programme timetable. The intention is to develop a detailed 5-year capital delivery programme to set out investment plans and proposed schemes to be delivered, although it is likely that the later years of this will always remain provisional because of funding uncertainty. The revised text for paragraphs 28.13 – 28.19 of the text, including the revised transport capital programme recently approved by the Council's Capital Investment Board is included in Annex 2, Appendix D.
12. The monitoring programme set out in the LTP is no longer in line with national thinking on monitoring and so a simpler framework is now being put forward, which will also reflect Council priorities, eg reducing congestion.

## Future Changes to LTP3

13. With the pace of change likely to increase, LTP3 will require further updating over the coming months, initially to incorporate:
  - Local Investment Plan decisions on schemes and priorities;
  - Updated position on Local Development Frameworks;
  - New or updated locality and/or town based master-planning;
  - Development of an updated Bus Strategy for Oxfordshire;
  - Changes in funding processes and their implications

With the Council needing to adopt changes to keep the Plan relevant and inform future decision making, it is likely that more frequent, possibly half-yearly, updates to the Plan will be put forward, probably starting in Autumn 2012.

## Financial and Staff Implications

14. There are no financial or staff implications resulting from this report.

## RECOMMENDATION

15. **The Cabinet is RECOMMENDED to approve the proposed changes to the Local Transport Plan 2011-2030 and to RECOMMEND to County Council that the revised document is adopted to replace the 2011 version.**

Mark Kemp  
Interim Deputy Director, Environment & Economy (Highways & Transport)

Background papers:  
Contact Officer: Roger O'Neill (01865) 815659

April 2012

**Agreed Interim Changes to LTP 3 Text**

<b><u>Paragraph/ Figure Number</u></b>	<b><u>Change required</u></b>	<b><u>Reason for change</u></b>
2.6	<i>Add:</i> “It is important for Oxfordshire to establish a transport network that supports economic investment and growth.”	To re-enforce the impact transport infrastructure will have on the economy of Oxfordshire.
17.1	<i>Remove:</i> It also sets out the local town strategies for Didcot and Wantage & Grove.	The Chapter no longer sets out a separate strategy for the strategic area and the towns (just one for the whole of SVUK)
Between 17.7 and 17.8	<i>Insert heading:</i> <b>“Transport in SVUK”</b>	This is to keep the layout in line with other Area Strategy chapters.
17.8, 17.9 & 17.30	<i>Move to Area Transport Strategy section (insert above 17.31)</i>	More appropriate in the Transport Strategy section
17.11, 17.23, 17.24 & 17.28	<i>Move to Highway and Traffic Management section (insert above 17.34)</i>	More appropriate in the Highway section
17.12,17.13 & 17.14	<i>Move to Public Transport section (insert above 17.42)</i>	More appropriate in the Public Transport section
17.31	<i>Amend opening sentence to:</i> The Science Vale UK area transport strategy focuses on achieving containment of trips within the area.	The Chapter no longer sets out a separate strategy for the strategic area and the local areas (just one for the whole of SVUK)
17.34	<i>Amend paragraph to</i> Within Didcot during weekday morning peak times, there are a number of network congestion issues affecting the key routes and further afield including the A34 Milton Interchange, at the entrances to Milton Park, Cow Lane tunnel and the Jubilee Way roundabout.	To highlight the fact this is predominantly a Didcot issue and is therefore easier to identify this as a town specific issue.
17.35	<i>Amend paragraph to</i> The Broadway in Didcot is expected to soon be declared an Air Quality Management Area (AQMA) due to vehicle emissions;	As above
17.36	<i>Amend paragraph to</i> Cow Lane, in Didcot, is a one-way (southbound) tunnel under the railway	As above

	line. There has been local pressure to open this as a two-way link for vehicular traffic.	
17.37	<i>Amend paragraph to</i> Within Wantage during the weekday morning peak, congestion affects key routes mainly within Wantage town centre	As above
17.38	<i>Amend paragraph to</i> Within the residential areas of both Wantage and Grove, there are also pockets of minor congestion, in particular Ham Road and Denchworth Road in Wantage and Main Street, Brereton Drive and Denchworth Road in Grove. This could be attributed to car drivers trying to avoid the most congested areas rat-running through other parts of town.	Reads better and clear it is a Wantage and Grove issue.
Between 17.39 and 17.40 Box	<i>INSERT</i> <b>SVUK 1</b> <i>(Repeat for subsequent policy boxes)</i>	This allows all policies to be easily seen and would allow all LTP3 policies to be appended for ease of reference. Also keeps in line with other large policy documents such as the Local Development Frameworks.
Box between 17.39 and 17.40	<i>Amend paragraph to</i> To discourage private car trips in and around SVUK where alternative modes of travel are available as well as improving existing and providing new infrastructure to accommodate real travel needs.	The Chapter no longer sets out a separate strategy for the strategic area and the towns, just one for the whole of SVUK Leaving this in means we have no overall strategy statements for the SVUK area as a whole.
Box between 17.45 and 17.46	<i>Amend paragraph to</i> To work with local bus companies and developers to improve bus services on the existing Premium Routes to increase accessibility from the existing and new residential areas to key facilities	The Chapter no longer sets out a separate strategy for the strategic area and the towns, just one for the whole of SVUK. Leaving this in means we have no overall strategy statements for the SVUK area as a whole.
Box between 17.50 and 17.51	<i>Amend paragraph to</i> To improve facilities for all pedestrians (including disabled people) in SVUK through developing good, clear routes from residential areas to the town centres, other services and facilities around the area, together with	The Chapter no longer sets out a separate strategy for the strategic area and the towns, just one for the whole of SVUK, leaving this in means we have no overall strategy statements for the

	ensuring that urban links join up with rights of way	SVUK area as a whole.
Box between 17.54 and 17.55	<i>Amend paragraph to</i> To increase awareness and promote better infrastructure for walking, cycling and public transport.	The Chapter no longer sets out a separate strategy for the strategic area and the towns, just one for the whole of SVUK. Leaving this in means we have no overall strategy statements for the SVUK area as a whole.

**Proposed Additional Changes to LTP 3 Text**

<b><u>Paragraph / Policy/ Number</u></b>	<b><u>Change required</u></b>	<b><u>Reason for change</u></b>
<b>HIGH SPEED 2</b>		
Policy PT6	<i>Change policy PT6 to read:</i> <b>Oxfordshire County Council is opposed to the High Speed 2 rail proposals on the grounds of the scheme’s business case viability and impact on local communities.</b>	In light of change in position as more details of proposals became known
11.52	<i>Replace existing text with:</i> The proposed route for the high speed HS2 line from London to Birmingham crosses a small part of north east Oxfordshire. With no intermediate stations proposed, the line offers few direct benefits to the county. Oxfordshire County Council is unconvinced about the overall business case for HS2. Therefore we are opposed to HS2.  Oxfordshire County Council is particularly concerned about the impacts of the current HS2 proposals on the villages of Newton Purcell and Finmere and will keep under review the potential environmental effects on these areas as the design progresses.	To reflect changes in policy PT6
<b>CONTROLLED PARKING ZONES</b>		
5.42	<i>Replace existing text with:</i> Controlled Parking Zones (CPZs) have been introduced in areas of Oxford where there are issues of commuters inappropriately parking in residential streets. Oxfordshire County Council will continue to use CPZs as a reserve mechanism to help reduce these congestion problems. We would expect that CPZs would offset the cost of their operation and enforcement through charging for the issue of parking permits.	To clarify unclear text in original
<b>LORRY ROUTES</b>		
5.52	<i>Replace existing text with:</i> Oxfordshire County Council has produced an Advisory Lorry Routes Map	Updating text following carrying out of task set out as ambition in

	to guide lorry drivers onto suitable freight routes and diversion routes to help remove these trips from unsuitable rural roads and villages. These advisory lorry routes help us to manage the network regarding maintenance of these routes and day to day operation.	original document
5.56	<i>Replace existing text with:</i> As a response to this, the Oxfordshire Freight Quality Partnership produced a lorry routeing map in 2006 showing the major locations of lorry trip generators and the preferred routes to get to each of these. This was updated in 2008 and again in 2012. The latest Oxfordshire Lorry Routes Map is in line with similar maps produced by neighbouring counties. It is likely that over the course of the Plan period there will be opportunities to use new technologies to better publicise and utilise this map. The Department for Transport are currently carrying out research into ways to reduce misdirection of lorries by satnav devices.	As above
10.28	<i>Replace existing text with:</i> The use of unsuitable roads by large lorries is an on-going problem, particularly on rural routes. While weight restrictions can be used to reduce these problems, their use has to be balanced against any costs to the economy and to legitimate needs for access. Weight restrictions are only likely to be acceptable if they do not transfer unwanted traffic onto other similar or lower standard roads. Oxfordshire County Council will use its current Lorry Routes Map when considering whether it is likely to be acceptable to place weight limits on any road.	As above, making our policy on imposing weight restrictions clear
<b>IMPROVEMENTS HIERARCHY</b>		
5.29	<i>Amend second bullet point to:</i> network management – can changes be made to the way the network is operated to realise the full capacity of a road or junction; <i>third bullet point amend to:</i> capacity improvement – can changes be	To make the distinctions between categories more clear in light of alternate interpretations made at Cogges Link Public Inquiry



	made to the layout of the road within the existing highway boundary to allow more people through the local road network;	
5.30	<i>replace</i> “congestion free route” <i>with</i> “congestion free option” <i>replace</i> “alternative routes” with “alternatives, whatever transport mode is used,”	As above, to make it clear that these do not have to be road traffic options
<b>ELECTRIC VEHICLES</b>		
Para 9.27	<p><i>Replace with</i></p> <p>For electric vehicles the impact on carbon emissions depends on the mix of power stations generating the electricity and the amount of use of the vehicles. Given the carbon intensity of producing the battery, it is not until an electric vehicle has been driven around 50,000 miles that a carbon benefit is gained overall (based on a medium-sized petrol vehicle versus an equivalent sized electric vehicle in 2011). Given this, it will be important to encourage considerable use of electric vehicles, rather than only being used for short trips. For this reason, if providing infrastructure, it will be important to work in partnership with other organisations to provide joined-up infrastructure around the county, supporting use on longer trips.</p> <p>To further improve the carbon benefit of electric vehicles, we will encourage the use of renewable resources in charging, and when providing charging infrastructure as a local authority, we will use renewable charging wherever practicable.</p> <p>Electric vehicles are effectively zero emission at point of use, meaning they also bring local air quality benefits. Electric vehicles do, however, have the potential for negative impact on congestion levels; it is also important that new electric vehicle trips are replacing regular car journeys rather than other modes of transport. Incentives and proposals need to be sensitive to these impacts; Oxfordshire</p>	To bring section in line with latest thinking on benefits and costs of electric vehicles.

	<p>County Council is unlikely to support policy changes that will increase congestion and/or reduce incentives to use more sustainable travel modes. There will also need to be a considered approach to charging installations, to ensure increasing electric vehicle usage doesn't lead to more congestion. We will therefore produce a framework policy document to help assess when and where electric vehicles and infrastructure are appropriate.</p>	
<b>ROAD CLASSIFICATION &amp; LORRY ROUTES</b>		
Chapter 3	<i>Add addendum policies and text at start and end of Chapter 3, respectively.</i>	In response to DfT policy document transferring additional responsibilities to local highway authorities, text sets out new policy to guide decisions on road re-numbering, reclassification and restriction.
<b>AREA STRATEGIES</b>		
Para 14.13	<i>Delete 3<sup>rd</sup> bullet point regarding footway improvements in front of Abingdon County Hall</i>	This scheme is now being implemented by Abingdon Town Council as part of the County Hall improvement.
Para 15.23	<i>Delete 2<sup>nd</sup> bullet point regarding Connect 2 cycle/pedestrian link</i>	The scheme is no longer being pursued.
Para 15.19	<i>Change example cited to "Hanwell Fields residential are to the Beaumont Industrial Estate"</i>	Former scheme mentioned is no longer being progressed in the same format as imagined last year.
Para 15.26	<p><i>Add to bullet list:</i></p> <ul style="list-style-type: none"> <li>* ensuring that a frequent and comprehensive bus service is provided from forthcoming Bankside developments;</li> <li>* working with the bus companies to improve the Oxford to Banbury bus service (especially on the Banbury to Deddington section) and quality of bus, along with equipping vehicles with real-time information equipment;</li> </ul>	To include new/clarified priorities for the town
Para 18.18	<i>Add new bullet point:</i>	To match text in

	<p>* investigate options for providing an interurban cycle route between Carterton and Witney to provide a safe mode choice for commuters and leisure cyclists;</p>	Carterton chapter
Para 18.23	<p><i>Amend first sentence to read:</i> Witney does not have a rail station and there are no plans or commitments for any form of rail service to extend to Witney, although the draft rail strategy does suggest that the council should investigate the long term re-instatement of the rail link to Oxford and Carterton as part of improving national connectivity to RAF Brize Norton.</p>	To conform with draft Oxfordshire Rail Strategy (if adopted)
19.26 & 24.24	<p><i>Change text to:</i></p> <ul style="list-style-type: none"> <li>• To increase awareness and promote better infrastructure for walking, cycling and public transport;</li> <li>• To influence travel choice by encouraging schools, businesses and organisations to make fewer trips by car;</li> <li>• To use more efficient and lower emission vehicles as they become available;</li> <li>• To encourage a greater number of trips by walking, cycling and public transport.</li> </ul>	To align with the wider travel choices objectives of the Plan
Para 20.31	<p><i>Replace existing text with:</i> Heavy traffic along the A44, particularly lorries, has led to an Air Quality Management Area Action Plan and an Air Quality Management Area (AQMA) being designated along the A44 and Horsefair and extending along Banbury Road. The presence of heavy through traffic detracts from the quality of the town centre as a destination and deters cyclists from using that route. A bypass has been assessed but is not considered to be achievable; traffic management options within the town have been investigated but would not resolve the problem; an HGV ban has been pursued but further investigation has shown that this would be likely to cause air quality problems elsewhere as</p>	Proposals have not proved possible to implement to date and are now in conflict with the policies on Lorry Routes and Route Classification set out above.

	well as reducing accessibility for HGVs to north Oxfordshire. No schemes are currently being pursued but Oxfordshire County Council will continue to monitor the situation with West Oxfordshire District Council.	
Para 20.34	<p><i>Remove first two bullet points:</i></p> <ul style="list-style-type: none"> <li>* delivering relief to the town centre of Chipping Norton from lorries, including HGV restrictions on Horsefair;</li> <li>* removing primary route status on the A44 between Oxford and Moreton-in-Marsh in order to deliver improvements in the AQMA;</li> </ul>	As above
New para after 22.12	<p><i>Insert:</i></p> <p>Through the South Oxfordshire Local Development Framework Henley is set to have around 400 additional homes up to 2027, although the location of these is not yet known. Therefore the transport impact of these developments will need to be investigated and mitigated as they come forward.</p>	Update with LDF progress
23.22	<p><i>Remove bullet point referring to retaining longer term option of a Kidlington rail station</i></p>	No longer being pursued because barriers to delivery remain and Water Eaton will provide a far superior service with measures planned to improve access from Kidlington.
New para following 25.4	<p><i>Insert:</i></p> <p>South Oxfordshire District Council is allocating 555 homes in Wallingford during the plan period. Following the Examination in Public into the LDF Core Strategy the Inspector has asked the District Council to change the strategic site from west of the town to the south. It is currently unclear which will be finally allocated and therefore both are shown in Figure 25.2. Whichever is adopted, the transport impact of the development will need to be investigated and mitigated.</p>	To take into account the latest information on strategic development sites in Wallingford

Replace para 1.8 with following text and re-order elements of Chapter 1 to retain flow of argument:

### **Oxfordshire Growth Arc**

The Oxfordshire Growth Arc comprises three priority areas of economic growth, enterprise and housing development in Oxfordshire over the next twenty years. This is an evolution of the County's growth strategy into one that is business and economy led, aligned with aims of the Oxfordshire Local Enterprise Partnership. It has Oxford at the centre of a functionally interdependent City region, complemented by significant economic expansion at Bicester to the north and the Science Vale UK area to the south. The Growth Arc has a particular emphasis on the hi-tech, high skill science-based and research & development sectors that will be the engine of future growth in the UK. A brief overview of the three development areas and the significant growth which is forecast demonstrates this:

**Oxford** – a world class centre of education, research and innovation with major employment development proposed in the West End of the city, its 'eastern arc' and at the 'northern gateway' of the city – a total of 10,000 jobs planned.

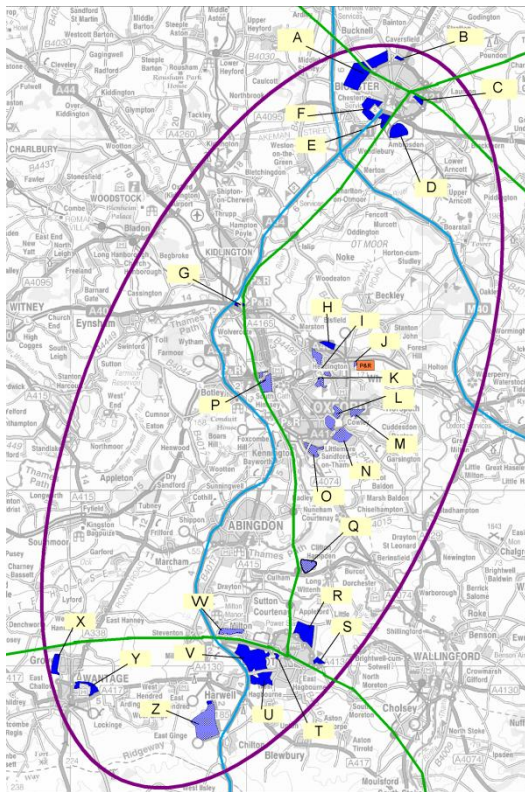
**Bicester** – a dynamic, fast growing urban centre with significant proposed business growth, focused on quality employment (15-20,000 jobs), supported by retail and housing development (including an eco-town proposal), that could see a doubling of population to 60,000 by the 2030s;

**Science Vale UK** – an area of national science and innovation including major business parks / research centres at Harwell, Milton Park and Culham, part of which is designated as an Enterprise Zone. Up to 12,000 jobs (and 13,000 homes, principally at Didcot and Wantage/Grove) are to be provided.

The purpose of this strategy is to:

- \* Establish a framework to coordinate and promote the connectivity of the growth arc which is critical to its economic success and prosperity.
- \* Create a high quality, integrated transport and communications network that attracts businesses to invest in the area, leading to jobs and growth.
- \* Set the context and direction for individual movement strategies for the three main areas within the growth arc.

The plan below shows the connectivity and strong relationship between these settlements, underlining the importance of the A34 and strategic rail corridors to Oxfordshire in maintaining and improving high quality links for business.



- A – NW Bicester ecotown (5,000 dwellings + 5,000 jobs)
- B – RAF Bicester (190 dwellings)
- C – Gavray Drive (500 dwellings)
- D – MOD Graven Hill (1,650 dwellings + 2,200 jobs)
- E – Bicester Business Park (up to 3,000 jobs)
- F – SW Bicester (1,600 dwellings)
- G – Northern Gateway (up to 3,700 jobs + 200 dwellings)
- H– Barton (800-1000 dwellings)
- I – Headington Hospitals (improving service delivery and creating employment)
- J – Nielsen House (employment development)
- K – Oxford University Old Road (up to 200 jobs)
- L – Oxford Business Park (employment development)
- M – BMW Plant (creating additional employment)
- N – Blackbird Leys (750-1000 dwellings)
- O – Oxford Science Park (creating additional employment)
- P – West End (mixed development, up to 6,000 jobs +850 dwellings)
- Q – Culham Science Centre (1,000 additional jobs)
- R – NE Didcot (2,000 dwellings)
- S – Ladygrove East (700 dwellings)
- T – Orchard Centre Redevelopment Stage 2 (retail + up to 300 dwellings)
- U – Didcot West (3,300 dwellings)
- V – Didcot Valley Park (2,150 dwellings)
- W – Milton Park (5,400 additional jobs)
- X – Grove Airfield (2,500 dwellings)
- Y – NE Wantage (1,500 dwellings)
- Z – Harwell SIC (6,650 additional jobs + 400 dwellings)

## Movement Strategy for the Growth Arc

The movement strategy for the Oxfordshire Growth Arc is to focus on the strategic network to strengthen connectivity and provide high quality access, in particular:

- \* To international and national destinations – particularly by rail, the M40 and A34 – to Heathrow, the south coast ports and other international gateways and the Midlands, as well as major cities and development areas (such as the Thames Valley, Milton Keynes and other development areas in the Oxford-Cambridge Arc).
- \* Within the growth arc – connecting Bicester, Oxford, Didcot and Wantage/Grove – better linking housing and employment, with a larger share of trips being made by high quality public transport, including innovative new services.

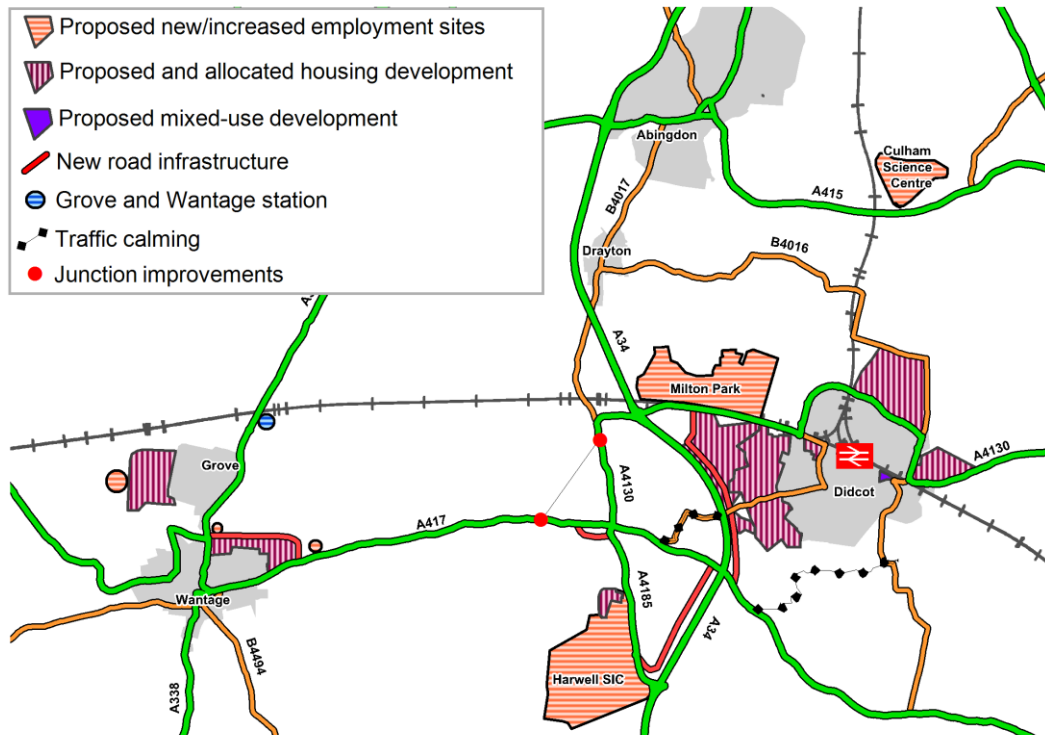
To achieve these aims, the strategy will promote the Oxfordshire Local Transport and Investment Plan priorities for investment in transport schemes. We will do this by:

- \* Using the devolution of funding decisions for major schemes to Local Transport Bodies (LTB) to deliver economic growth. The LEP's priorities will play an important role in future decisions, within an approach to scheme prioritisation which meets business needs whilst retaining democratic accountability for decisions.
- \* Enhancing the capacity and reliability of the M40 and A34 by working with the Highways Agency to upgrade congested junctions and links, and manage the network better. Priorities include delivering stage 2 of the M40 Junction 9 upgrade and the A34 between Chilton and the M40, benefiting the whole Growth Arc area.
- \* Reducing congestion on local roads to and within the Arc including the Oxford ring road and approaches, east-west links in Science Vale UK, and the A41 at Bicester, through targeted scheme delivery, intelligent management and promoting choice.
- \* Increasing opportunities for rail travel to and within Oxfordshire by working with Network Rail and train operators to target investment based on the Delivery Plan in the Council's Rail Strategy. Priority schemes include East West Rail, the Chiltern Rail link to London Marylebone via Bicester, through services from Oxford to Didcot and Swindon, and major improvements to Oxford and Didcot Parkway stations.
- \* Developing a high-quality bus network by working with operators, in particular linking residential and employment sites, connections into rail hubs and new / extended park & ride provision. A new Bus Strategy for Oxfordshire, to be developed for adoption in Autumn 2012, will set this out.
- \* Creating additional local innovative funding mechanisms to deliver infrastructure to support economic growth and enterprise under the guidance of the LEP, as national formula based funding allocations alone will not meet the needs of the Growth Arc.

The key opportunities, challenges and priorities are set out below for each of the three main growth and development areas:

### Science Vale UK

Significant catchment area, providing high-end R&D jobs. Enterprise zone status award to parts of two major business parks at Harwell and Milton Park.



There are good rail links to London, Heathrow, Bristol, Oxford and the Midlands but quality of bus service provision requires a step change.

Access to the A34 is an attraction for business due to its connectivity to the motorway network and key national destinations, but access between settlements within SVUK (Didcot, Harwell, Wantage/Grove, Culham), especially for east-west movement, can be a barrier.

The aim is to improve connections between new housing and employment opportunities in the area, predominantly focussing on east-west movement. To be achieved by:

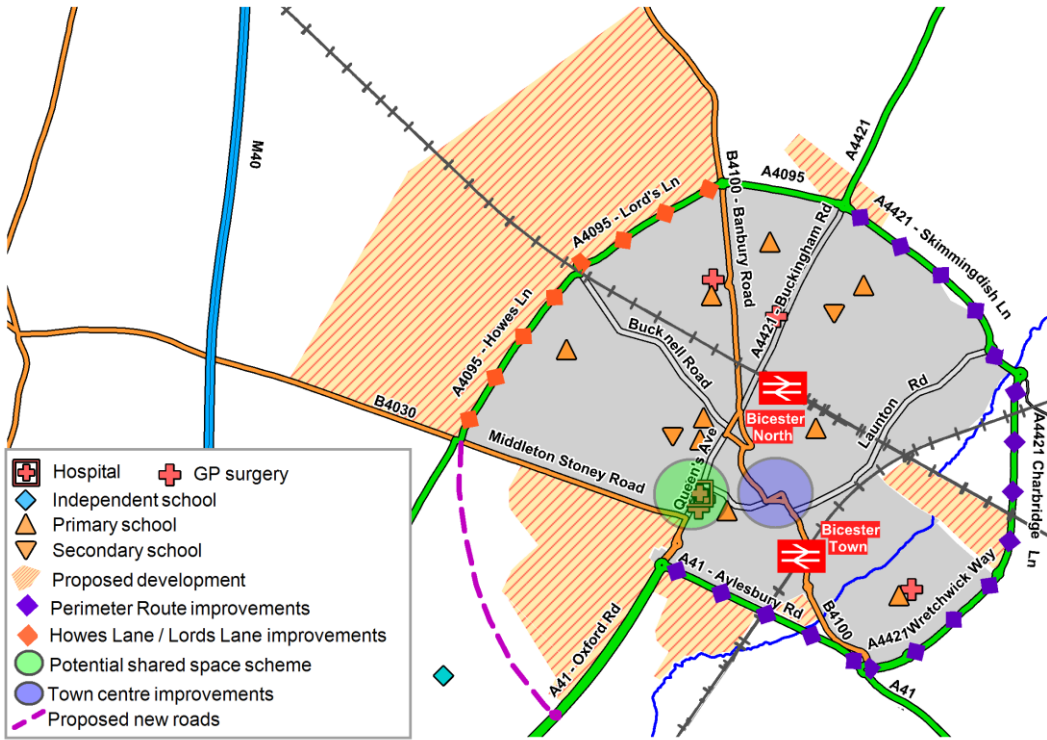
- \* Further improving rail access through East West Rail and development of Didcot Parkway station, to take pressure off the A34, and developing a business case for a new station at Grove/Wantage in the context of a new rail service and other stations in partnership with neighbouring authorities.
- \* Develop a high quality commercial network of bus services linking homes, workplaces and key services and facilities, including rail stations, with better integration of modes to provide a comprehensive and usable network.
- \* New and improved roads to reduce congestion / improve journey times and reliability and provide better local business connectivity.



Significant business and residential development will lead to a step change in the size, function and importance of Bicester – 3,000 jobs are proposed for Bicester Business Park alone, a comprehensive redevelopment of the town centre is underway and consolidation of military activity is enabling the redevelopment of the MOD's Graven Hill site.

Bicester has unprecedented connectivity for a settlement of this type – close to the M40 (J9), at a rail “crossroads” of two major strategic routes and with good strategic bus links to central Oxford and elsewhere.

Infrastructure needs to keep pace with and enable development – an overall master plan for the area has been jointly developed by the county and district councils to help deliver this.



The aim is to drive Bicester forward for the next 20 years, during which time it is predicted to become the county's largest town. This is to be achieved by:

- \* Unlocking growth through delivery of key infrastructure as part of a strategic traffic network solution, for example stage 2 of the M40 J9 upgrade is required to enable Bicester Business Park to be fully developed.
- \* Developing and securing funding for future proposals – for example upgrading the Eastern Perimeter Road and developing a Park & Ride facility.

- \* Sustainable growth through development and implementation of connections to enhanced rail network and promote bus travel.

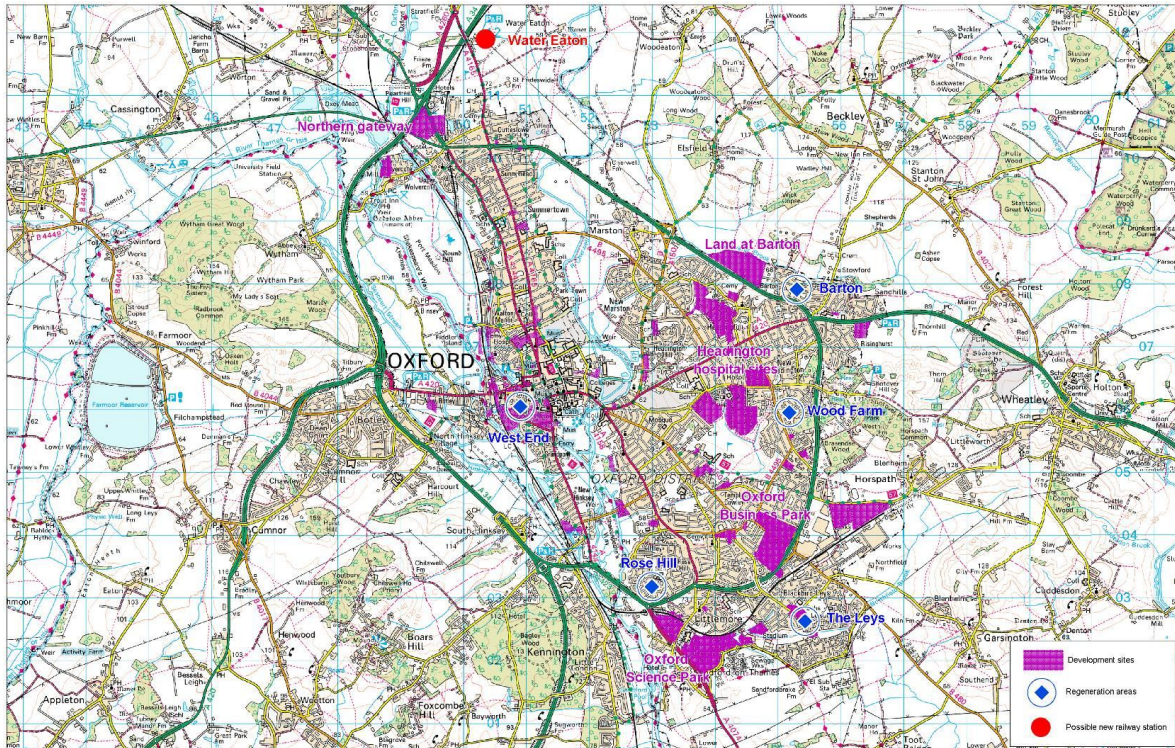
## Oxford

Significant major development proposals – the West End of the City (which includes the proposed major expansion of the Westgate shopping centre bringing 6,000 jobs and an enhanced retail offer), the Eastern Arc (including the BMW Plant, major hospital and university research sites in Headington and up to 1,000 new homes at Barton) and the Northern Gateway (new employment and residential development).

High quality bus access will continue to be at the very heart of an integrated transport approach to enabling this development agenda – it makes Oxford work, alongside Park & Ride which is first choice for car access to the city. The profile and importance of rail access needs to match this.

The aim is to restore Oxford's prominence as a first class regional destination for retail, tourism and leisure as well as business access. Priorities to deliver this will include:

- \* Refreshing and updating the Oxford Transport Strategy, in context of Westgate and other proposed central area development, to set out a new vision and focus for city centre access and movement over the next twenty years.
- \* Ensuring the Oxford Rail Station development is progressed in a co-ordinated manner – reflecting its position as a major gateway to the City, to cater for growth and to deliver a first class facility and passenger offer.
- \* Working on a more business and employment led approach by developing transport proposals for the Eastern Arc and citywide measures including potential freight consolidation.



Opportunities for significant public realm enhancement as well as a better integrated transport offer, which will help boost the tourist economy.

## Beyond the Arc

Although the Growth Arc will be the major focus for development and investment in Oxfordshire, there will also be significant economic, housing and military development at other locations including Banbury and Witney/Carterton, requiring strategy development and investment planning.

In addition, development and delivery of transport infrastructure at strategic locations within the Arc, for example at Oxford's northern gateway, will benefit the whole County, as well as facilitating growth and development in the immediate area.

The Local Transport Plan and Local Investment Plan for Oxfordshire will provide a comprehensive picture of the transport and other infrastructure (eg high speed broadband) required meeting all of Oxfordshire's aspirations, and providing the basis for prioritisation and decision making.

## ANNEX 2 – APPENDIX B

Oxfordshire is strategically located on the national rail network. Five rail corridors pass through the county:

- \* The Great Western line linking Oxford and Didcot Parkway to Reading, London (Paddington), Bristol and South Wales, along with the branch line to Henley-on-Thames;
- \* the Chiltern Line from London (Marylebone) to Birmingham, serving Banbury and Bicester;
- \* the north-south line from the south coast to Birmingham and the north, serving Banbury and Oxford; and
- \* the Cotswold Line linking Oxford to Worcester and Hereford; and
- \* the line from Oxford to Bicester, which is proposed to be extended to provide direct services to London (Marylebone) with a new Parkway station at Water Eaton and to Milton Keynes as part of the re-opened East West Rail corridor.

### Current Situation

Railways are an integral part of the transport network in Oxfordshire. We have worked extensively with the Department for Transport and the Rail industry in recent years to promote and develop the rail network. As a result of forecast increases in demand for travel in the county, Oxfordshire County Council has developed a long-term *Rail Strategy for Oxfordshire* to cover the period up to 2034.

The Strategy sets out how investment in rail will play a key role in supporting Oxfordshire's economic development. There is an opportunity for the railway to establish itself as the backbone of the county's transport network, especially linking the settlements in the Oxfordshire "*Growth Arc*" for passengers and businesses, and in so doing helping to reduce congestion on the A34 and other strategic routes.

### Vision & Objectives

The Vision for the Rail Strategy is:

***To develop a safe, sustainable, integrated and efficient rail network that meets the access and mobility needs of residents, businesses and visitors, and supports the development of the county's economy.***

The specific purposes of the strategy include:

- \* explaining how a safe, efficient and easily accessible rail network will help to deliver economic priorities for the county, in particular the creation of new jobs;
- \* setting out a coherent, evidence-based and realistic set of investments

that the County Council would like the rail industry to help us plan and deliver; and

- \* identifying rail as an integral part of the county, regional and national transport system which provides an alternative to road for passenger and freight movements.

## Rail freight

Significant volumes of freight pass through the county. The route between the Port of Southampton and the Midlands and North of England carries a large volume of freight traffic. A £70 million project enabling higher-sided containers to be transported by train instead of lorry is already removing thousands of HGVs off the A34 and other roads.

Although container traffic accounts for the majority of freight activity on the county's railways, other freight uses include:

- \* Aggregates for the construction industry.
- \* Didcot Power station (imported coal from Avonmouth Docks).
- \* Didcot is also a key hub for the Ministry of Defence and trains from there serve various supply and ordnance depots in southern England, including one of the country's largest depots at Bicester.
- \* The Cowley BMW plant in Oxford uses rail to transport completed Mini cars to Purfleet and Southampton Docks for export abroad, and household waste.
- \* Network Rail has a materials supply depot near Oxford.

## Future Challenges

The rail network in Oxfordshire faces a number of challenges over the course of this Local Transport Plan, including:

- \* catering for economic growth and maximising benefit, especially for key areas like Science Vale UK;
- \* network capacity (track and train) and conflicts for track access such as between long distance high speed and local stopping services and between passenger and freight services;
- \* sustaining desirable levels of train service, for instance by encouraging off-peak use; and
- \* improving links with adjoining regional and sub-regional centres and international gateways.

There are also more local issues that will need to be considered in improving the rail network, such as access to and from the stations, interchange with other modes (including issues of facilities, timetabling and ticketing) and improving accessibility for disabled people.

## Rail Initiatives

There are a number of strategically important projects that are either committed to being delivered within the next 2-3 years or are currently being planned for future delivery. These include:

- \* **Didcot Parkway Station Forecourt** – a local authority led project to redevelop the forecourt and car parks to create a modern high quality transport hub (by 2013);
- \* **Oxford Station** – a major station redevelopment to increase passenger and freight capacity, improve passenger facilities and create a multi-modal interchange (by 2018);
- \* **Evergreen 3** - a new half hourly service from Oxford to London (Marylebone) via Water Eaton Parkway and Bicester following the construction of a new railway chord connecting the Oxford-Bicester and London-Banbury lines and the upgrading of the line between Oxford and Bicester (by 2016);
- \* **East West Rail** – new passenger services connecting Oxford and the Oxfordshire Growth Arc with Milton Keynes and Bedford, together with a spur to Aylesbury, following a £270 million investment to reinstate the line between Bicester and Bletchley (by 2019); and
- \* **Electrification/Intercity Express Programme** – a major project to fully electrify the network to Didcot and Oxford together with a new fleet of express trains.

Oxfordshire County Council also has aspirations for improved access by rail to Science Vale UK. At present the main point is via Didcot Parkway, which is set to be improved, but we will continue to investigate the potential; for a Grove & Wantage station together with improved connections from Culham station to the Science Centre.

The Rail Strategy also looks at all the rail lines running through Oxfordshire and identifies a number of smaller issues and aspirations at particular stations. These include:

- \* **cycle access and parking** - cycle routes to the station need to be planned and implemented to provide a fast and safe means of getting to the station from towns and villages and the Sustrans National Cycle Network;
- \* **station improvements** – joint projects and investment to enhance parking and other facilities at key stations;
- \* **pedestrian access** – the routes for walking to and from railway stations need to be considered and where appropriate improved, including access for disabled people;
- \* **Station Travel Plans** - a station travel plan is a strategy for managing the travel generated by a station with the aim of reducing its

environmental impact, typically involving the promotion of sustainable modes of travel;

- \* **bus and train information** - in 2008, Oxfordshire County Council introduced local transport information posters at rail stations along the Cotswold Line and has since rolled them out to every station in Oxfordshire;
- \* **through ticketing** - there are already a number of add-on tickets available at some stations, notably *PlusBus*, the national bus-rail ticket which has seen sales grow steadily to some 250,000 tickets in 2008/09; and
- \* **marketing and promotion** - Oxfordshire County Council has been successful in forming effective partnerships that have increased rail use since 2002.

### **High Speed Rail**

The proposed route for the high speed HS2 line from London to Birmingham crosses a small part of north east Oxfordshire. With no intermediate stations proposed, the line offers few direct benefits to the county. Oxfordshire County Council is opposed to HS2 on the basis that it is unconvinced about the overall business case for the project.

Oxfordshire County Council is also concerned about the environmental and other impacts of the current HS2 proposals on local communities.

Chapter 3 - ADDENDUM TO POLICIES & TEXT

**Policy G8: The County Council will manage the classification and numbering of the roads in its control to direct traffic, and particularly lorry traffic, onto the most suitable roads as far as is practicable.**

**Policy G9: The County Council will only consider proposals for alterations to road classification and/or numbering if there are significant economic, environmental or routeing benefits which clearly outweigh the financial and environmental costs of making the change or where this is desirable or necessary as a result of new development; new environmental weight limits will generally not be supported unless there is a compelling, evidence-based case for them.**

**Road Classification and Numbering**

The management of road classification and numbering, which up until now has been carried out by the Department for Transport, is largely to be devolved to local highway authorities for all roads not managed by the Highways Agency.

The road numbering system should indicate to drivers which is the most suitable road for any type of journey. Although it has been amended several times since then, the core of the road numbering system dates back to the 1920s and anomalies have arisen over the years, particularly as route standard was rarely a condition in determining the original status of routes. However, because route improvements have tended to be focused on higher status roads, expectations of the levels of service which roads of different classes should provide have changed over the years and there is now a general feeling that higher status roads, particularly those which cater for large lorry flows, should be of a high standard and not pass through settlements. More funding is made available to the County Council in respect of highway maintenance for Principal (A-class) roads than for B, C or unnumbered roads.

The roads classification system has been created in parallel with the existing road numbering hierarchy and provides the basis for road signing. It provides a greater level of detail for higher standard roads than is present with road numbers alone (particularly through the designation of the Primary Route Network), but conversely is less detailed for more minor roads. The road numbering and classification systems are generally complimentary but can be a source of confusion on the precise status of a road.



The Primary Route Network (PRN) is a national system which designates routes between major settlements and ports/airports. The Department for Transport maintains a list of primary destinations between which journeys should be able to be made using only roads in the PRN (except at the start and end of trips). In Oxfordshire the primary destinations are Oxford and Banbury, while in adjacent counties the primary destinations to where a Primary Route needs to be defined are: Newbury, Reading, Aylesbury, High Wycombe, Milton Keynes, Cheltenham, Coventry, Rugby, Stratford-upon-Avon and Evesham. The addition or deletion of primary destinations remains a matter for the Department of Transport. Routes may only be removed from the PRN where it can be demonstrated that either direct traffic between the two locations is too low to justify a Primary Route or that a journey of broadly similar convenience is possible through other sections of the PRN.

The following table summarises the classification of roads which will be used as the basis for the management of the road network in Oxfordshire:

<b>STATUS</b>	<b>DEFINITION</b>	<b>CHARACTERISTICS/TREATMENT</b>
Class 1. Motorway	A road suitable for high speed long distance national traffic. <i>Responsibility of the Highways Agency</i>	Dual carriageway with limited access and type-restricted use. No weight restrictions.
Class 2. Primary Routes	A road suitable for longer distance and inter-regional traffic. Main connections between defined primary destinations. Form, with motorways, the national lorry route network. <i>May be either the responsibility of the Highways Agency or county roads.</i>	Able to cater for relatively high levels of traffic. Should aim to be at a standard to allow for free passage of current and expected future traffic. Can be dual- or single carriageway; no restrictions on access. No permanent weight restrictions.
Class 3a. County Principal (A) Classified Roads (major)	A road suitable for important cross- and inter-county traffic where there are relatively large volumes of traffic but not longer distance travel. Major A-roads would cater for more important movements within the county. There would be an expectation that these would be able to cater for all types of vehicles, but this is not a requirement.	Able to carry current flows safely and without excessive delays. Usually good standard single carriageway although some sections might be of a lower standard. Weight restrictions may be considered as a short term measure where there is a suitable alternative of same or better standard available.
Class 3b. County	A road suitable for important cross- and inter-county traffic	Able to carry current flows safely.

Principal (A) Classified Roads (minor)	where there are relatively lower volumes of mostly local traffic. Minor A-roads would serve to link larger settlements with major A-roads and provide missing links.	Predominantly single carriageway. Weight restrictions can be considered where there is a suitable alternate route available.
Class 4. Non-Principal (B/C) Classified Roads	A road suitable for other shorter cross- and inter-county movements where volumes are relatively low and no principal road is available.	Able to carry current flows safely. Weight restrictions can be considered if diversions are not excessive and do not prevent access to properties.
Class 5. Unclassified (UC) Roads	A road suitable for local access traffic only (unnecessary "rat-run" traffic should be discouraged where higher standard roads are available).	Should be able to carry current flows safely. Weight restrictions can be considered providing these do not prevent access to properties.

Oxfordshire County Council's monitoring of the current situation is discussed in the chapters on Tackling Congestion and Road Safety. Within Oxfordshire the major roads can be distributed amongst these classes as follows:

Class 1	M40
Class 2	Highways Agency: A34, A43, Oxfordshire County Council: A40 (west of M40), A41 <sup>#</sup> , A44 (north of A40) <sup>‡</sup> , A420 (west of A34) <sup>#</sup> , A422 (east of A423, Banbury), A423 (Oxford Southern Bypass), A423 (north of A422, Banbury), A4142
Class 3a	A338, A361, A415, A418*, A421, A4074 <sup>+</sup> , A4130, A4260
Class 3b	A40 (south of M40), A44 (Oxford), A329, A417, A420 (Oxford), A422, A424, A436, A3400, A4095, A4129, A4144, A4155, A4158, A4165, A4183, A4185, A4421
<p><sup>#</sup> These roads are in PRN but are signed as "unsuitable for HGVs" because of height restrictions at railway crossings</p> <p><sup>‡</sup> A44 is in PRN but lorry traffic between Oxford and Evesham is signed via A40/A429/A424 to avoid AQMA in Chipping Norton</p> <p>* A418 is signed as alternative PR between Oxford and Aylesbury to A41 for HGVs</p> <p>+ A4074 is signed as alternative PR between Oxford and Reading to A34/M4 to recognise its attractiveness for general traffic but signed as "unsuitable for HGVs"</p>	

Although the distinction has value for route management, to the driver there may be little visible difference between Class 3a and 3b roads, although it is likely that direction signing on class 3b roads will be limited to more local

destinations. Similarly C-class roads may not be easily distinguishable to the user from unclassified roads, or B-class roads from Class 3b principal roads.

The new government guidelines do not allow roads to change number or classification at highway authority boundaries. Changes to the numbering or classification of these routes can only occur with the agreement of both or all the authorities involved. Oxfordshire County Council will consider any such proposals made by neighbouring authorities on a case-by-case basis. Where neighbouring authorities can not agree on the status of a road then the Department for Transport are proposing to introduce a system of arbitration. The major costs of any reclassification or renumbering scheme come from the replacement of road signs. This is particularly the case for changes between C/UC-class roads and A/B-class roads and between non-Primary and Primary Route status, which would require an extensive re-signing scheme. Consequently any suggested changes of status between these road classes will need to be strongly justified.

It is unlikely that a change to the classification or designation of any road will, on its own, result in any significant change in flow on its own. Usually to effect a change the re-designation would need to be re-enforced by physical measures and/or traffic regulation orders.

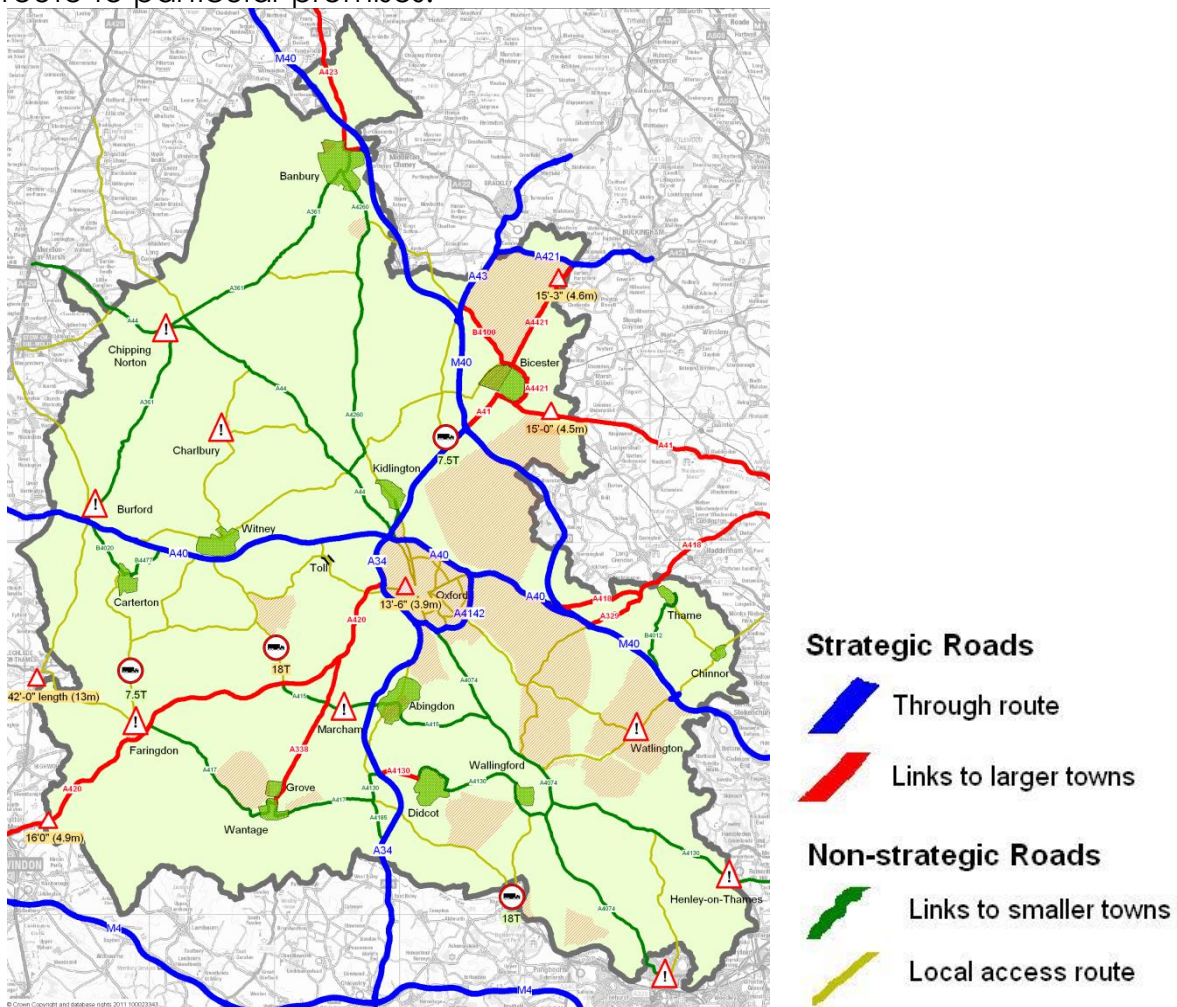
### **Lorry Routes**

The PRN must provide unrestricted access to 40 tonne vehicles. If a weight limit is required to be placed on a section of the PRN for structural or safety reasons then the Council has a duty to remedy this situation as quickly as possible or seek to alter the Primary Route. Weight limits may be placed on other routes in appropriate cases provided that this does not, or is not likely to, transfer larger vehicles onto another route of similar or lower standard or classification and provided that it does not result in an undue inconvenience to the diverted drivers. The classification of a route is only an issue with regard to the imposition of environmental weight limits in respect of Primary Routes. However, a functioning network of roads open to lorry traffic is considered essential to the economic well-being of the county and the widespread use of environmental weight limits can lead to difficulties in lorry operators finding the most suitable routes to make deliveries. This in turn can lead to drivers ignoring restrictions. Consequently there will be a general presumption against the imposition of new limits except where there is a strong case for them on environmental or safety grounds.

The proliferation of restrictions across the county has meant that the road numbering and classification systems are not always a good guide to the most preferred routes for lorries to take in travelling around or through the county. As a result of this the county also publishes a lorry route map which sets out four categories of route:

- \* Strategic road – through route
- \* Strategic road - link to larger towns
- \* Non-strategic road – link to smaller towns
- \* Non-strategic road – local access road

Below this are recommended site access routes to particular lorry generating locations and minor roads which provide access to individual premises. Oxfordshire County Council will publish and maintain a map of the most suitable routes for lorries in the county based on this hierarchy. The current county map is reproduced below. Roads not on this map are generally not considered suitable for heavy lorry flows except where they act as the access route to particular premises.



## Implementation Programme

The programme has been developed in the light of the Spatial Planning and Infrastructure partnership's strategic objectives to:

- \* deliver new housing, including affordable homes
- \* support economic growth
- \* achieve regeneration and tackle deprivation; and
- \* contribute to meeting strategic infrastructure needs.

The programme has also taken into account the proposals included in the Oxfordshire Local Investment Plan (March 2010) which sets out a development programme to meet these objectives. This sets out a list of 36 top priority strategic infrastructure schemes, including 17 transport schemes, with a target for these to be delivered by 2015 (but acknowledged that there may not be enough money available to pay for all these schemes in this time frame).

There is still considerable work to be undertaken to identify a full programme, even for the first five years of this LTP. This is particularly true with regard to minor schemes and developer funded schemes. The intention is that the programme will be rolled forward on at least an annual basis with more frequent revisions should the circumstances require this.

The proposed implementation programme for the first 5 years of this LTP is shown in the table below. It should be noted that the programme is incomplete with regard to developer funded schemes, particularly from 2013/14 onwards, where the timetable for delivery is dependent upon the pace of the development(s) which are supplying the funding. Where developer funding is not sufficient to deliver a project then this will be considered for county council funding, although it would need to justify its inclusion in the county programme in terms of its contribution to meeting the County Council's LTP3 goals and objectives.

### PROPOSED IMPLEMENTATION CAPITAL PROGRAMME 2011-2016

£000s	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016
Carriageway schemes	8,464	4,130	4,051	3,151	2,249
Footway schemes	1,711	1,750	1,350	1,350	1,300

Surface treatments	4,910	4,141	3,874	3,924	2,797
Street Lighting	500	500	500	500	500
Drainage	1,200	1,100	1,100	950	950
Bridges	1,105	1,723	1,010	965	880
Potash Bridge	10	487			
Thames Towpath Emergency Repairs	120	30			
A422 Ruscote Ave, Banbury	126	686	50		
A4157 Iffley Rd Oxford (Ph1)	1,569	45			
A4157 Iffley Rd Oxford (Ph 2)	200	555			
Thames Towpath Reconstruction (Sonning Eye, Goring, Farmoor)	65	350	50		
A4130 Bix dual carriageway		570	3,930	430	
A420 Shrivenham Bypass		200	150	2,728	342
A420/A34 slip road			36	36	564
A415 Clifton Hampden			130		
Public Rights of Way bridges		100	100	100	100
Completed schemes	62				
<b>Total Structural Maintenance Programme</b>	<b>20,602</b>	<b>15,731</b>	<b>16,281</b>	<b>14,134</b>	<b>9,682</b>
Thornhill Park & Ride extension	190	3,080	821		
London Road Bus Lane			1,000		
Kennington Roundabout	50	250	2,200		
Heyford Hill Roundabout	30				
Hinksey Hill Roundabout	96	154			
Speed Limit Review	60	12			
Road Safety Schemes	29				
Fairfax Road/Purcell Road Cycle Link	15	164			
New Headington Transport Imps	470	26			
Fridewide Square	300	125	1,550	1,495	
OTS Schemes	98	64			
Banbury: Hanwell Fields Mineral Railway cycleway	95	40			
Banbury: Higham Way Access Road	24	176			
Banbury: small schemes	5				
Bicester: Roman Road	86	2			
Bicester: small schemes	14				
Witney: Cogges Link	1,798	600	11,380	2,726	
Witney: small schemes	68	48			
SVUK highway schemes	185	295			

project development					
Small SVUK schemes	44				
Chipping Norton: Oxford road crossings	70	58			
A44 Yarnton crossing	32	313			
Smaller towns schemes	174	33			
Small rural schemes	112				
Didcot Station Forecourt	593	1,940	2,021	555	
SVUK Premium Routes	55	75			
Small Public Transport Schemes	61	5			
Smarter choices	44				
LTP2 Schemes		132			
Future Programme	157	924	1,195	900	900
<b>Total Integrated Transport Programme</b>	<b>4,955</b>	<b>8,384</b>	<b>20,167</b>	<b>4,776</b>	<b>900</b>

A number of major schemes will be worked on during the next two years for future delivery. The funding for these schemes is not yet fully in place and the programme may evolve as more information becomes available in the local area and future funding streams become clearer. These are expected to be funded wholly or in large part from developer contributions and are likely to include:

- \* Bicester: Eastern Relief Road, St John's Street/North Street scheme, potential Park & Ride at South West Bicester, M40 Junction 9;
- \* Oxford: proposals to support Northern Gateway and West End developments;
- \* Science Vale UK: Harwell Link Road, Rowstock Roundabout Improvement, Wantage Eastern Link Road;
- \* Banbury: North South Routes and Bridge Street junction Improvements in conjunction with Canalside development;
- \* Carterton: access investigations to support RAF Brize Norton expansion.

The longer term programme will be developed to meet the aims of:

- \* Supporting the County Council's priorities for economic development focused on the "growth arc" of Bicester-Oxford-Science Vale UK, and fitting with the agreed priorities in the Local Investment Plan;
- \* Aligning the programme in a more transparent way with the objectives and strategies of the Local Transport Plan;
- \* Making best use of available and likely future developer and other funding opportunities.

The following additional strategic schemes have been identified for potential delivery during the Plan period. Because of the long lead times that are often involved in scheme development, work on some of these schemes may commence in the short term but implementation may not happen until later in the Plan period:

- \* Oxford Rail Station Transfer Deck
- \* Oxford Eastern Arc improved access to employment, including public transport enhancement
- \* Increased park and ride capacity and infrastructure, including potential remote Park & Ride
- \* Strategic Cycle Routes e.g. Witney-Carterton, Eynsham - Oxford
- \* A40/Downs Road junction
- \* Witney - Oxford corridor capacity improvement



## **Monitoring programme**

Oxfordshire County Council is committed to carrying out a programme of monitoring to ensure that:

- \* The agreed programmes are delivered in an efficient and effective manner; and
- \* That the schemes are delivering the objectives that they have been included in the programme to achieve.

The first of these criteria will be carried out on a quarterly and annual basis and will compare the programme delivered at the end of each period (or progress against milestones for schemes with a longer term development period) with that which was envisaged at the start of each year. This comparison will focus on whether schemes are on time and on budget. The main purpose of this monitoring is to assess the way that our design and implementation processes are being carried out.

The second criterion requires schemes to set out the impact that they will have and to carry out an assessment of whether these impacts have been achieved following implementation. The form of this assessment will be dependent upon the nature of the scheme and could be either a subjective or objective measure, as appropriate. In some cases the assessment may take a number of years to carry out (such as with road safety schemes where a number of years' data are required before changes in accident numbers can be assessed). The purpose of this monitoring is to provide information on the effectiveness of individual schemes and types of scheme to improve medium and long term programme planning.

The Council will publish a short report each year on the results of each of these assessments.