Chapter 15

Targets, Indicators & Appraisal

Chapter Overview

This chapter sets out a series of targets and indicators against which the County Council will be seeking to make progress through this Plan. The values of the targets has been estimated using the expected outcomes of the schemes included in the transport investment programme. The wider impacts of the programme have been assessed using the Government's NATA approach.

Target Setting

The setting of targets is a major part of the LTP process and monitoring progress against the targets will form a major part of the assessment that is made by Government both of the plan and the progress that the County Council is making through the Plan period.

There are two types of targets set out on the following pages: Core Targets and Local Indicators. The Core Targets are mandatory indicators which all Local Transport Authorities mus include within their Plan (although there is some local discretion about the precise indicator to be used for some of these). Local Indicators are additional measures which are set at the discretion of the Local Transport Authority to, in combination with the Core Targets, produce a more locally relevant set of targets.

Defining a congestion target is mandatory as a Core Target for the larger conurbations but not for areas such as Oxfordshire. The County Council has been working on a study as part of the Shared Priority Pathfinder Programme to develop a congestion indicator appropriate for shire counties such as Oxfordshire. This is to be piloted and trialled in 2006/07 and, providing that these are successful, will be used to set a baseline for a local indicator in subsequent years.

The level of targets should be related to the outcomes that could be expected from the programme set out. To do this a three-stage process has been developed:

- Assessment of baseline figure
- Assessment of changes that are likely to occur if no schemes are implemented
- Assessment of the likely impact of the programme.

Core Target 1 : Condition of Principal Roads

Objective: To reduce the proportion of Principal Roads on which structural maintenance is required.

Key Actions – The assessment of the condition of roads and the delivery of the most cost-effective solutions where maintenance works are identified as necessary.

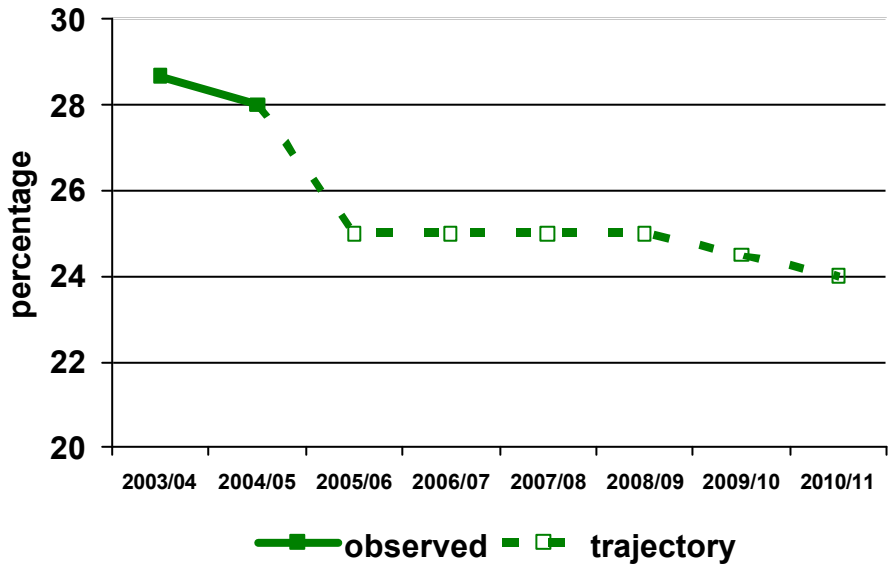
Monitoring Procedures – Scanner survey supported by deflectograph and other survey methods on all principal roads each year.

Basis for target and trajectory – The target has been set based upon the condition of the roads being maintained following the completion of currently planned schemes on traffic sensitive routes in and around Oxford.

Baseline– 28.68% in 2004/05

Target – To reduce the proportion of principal roads on which structural maintenance is required to 24% by 2010/11

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Sufficient funding not available to allow improvements to be made or maintained through reallocation to other services	Asset Management Plan will highlight the continued need for adequate maintenance funding and the implications if needs are not met.
Adverse weather causes rapid and unexpected deterioration in road conditions. If additional funding not available then this could affect progress towards targets.	Reprioritisation of scheme programmes and budgets would be required.
On traffic sensitive roads there are limited opportunities to carry out works in ways that minimise congestion or programmes modified with resulting increases in cost	Risk minimised by collection of information at an early date and robust project management.
Increased costs for Network Rail Bridge Strengthening Improvements reduces the balance available for carriageway improvements.	Asset Management Plan will allow the assessment of different strategies to ensure that the best overall Value for Money programme to meet maintenance needs is delivered.

Core Target 2 : Condition of Non-Principal Classified Roads

Objective: To reduce the proportion of Non-Principal Classified Roads on which structural maintenance is required

Key Actions – The assessment of the condition of roads and the delivery of the most cost-effective solutions where maintenance works are identified as necessary

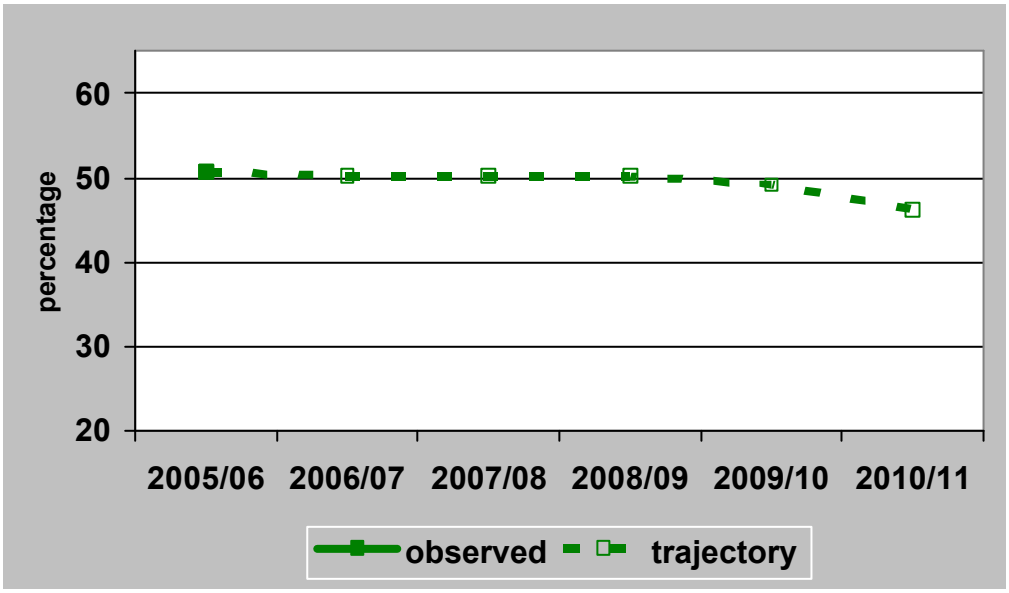
Monitoring Procedures - Scanner survey supported by deflectograph and other survey methods on all B-roads and 50% of C-roads each year.

Basis for target and trajectory – Maintain current standards in the short term, when the current programme of works on traffic sensitive A-roads in the Oxford Area is complete then a transfer of the balance of resources to allow an improvement to be made toward the end of the Plan period.

Baseline - estimated 50.7% in 2005/06

Target – To reduce the proportion of non-principal classified roads on which structural maintenance is required to 46.2% by 2010/11

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Sufficient funding not available to allow improvements to be made or maintained through reallocation to other services	Asset Management Plan will highlight the continued need for adequate maintenance funding and the implications if needs are not met.
Adverse weather causes rapid and unexpected deterioration in road conditions. If additional funding not available then this could affect progress towards targets. Weather effects likely to be greater for lower standard roads.	Reprioritisation of scheme programmes and budgets would be required.
On traffic sensitive roads there are limited opportunities to carry out works in ways that minimise congestion or programmes modified with resulting increases in cost	Risk minimised by collection of information at an early date and robust project management.
Increased costs for Network Rail Bridge Strengthening Improvements reduces the balance available for carriageway improvements.	Asset Management Plan will allow the assessment of different strategies to ensure that the best overall Value for Money programme to meet maintenance needs is delivered.

Core Target 3 : Condition of Unclassified Roads

Objective: To reduce the proportion of Unclassified Roads on which structural maintenance is required

Key Actions – The assessment of the condition of roads and the delivery of the most cost-effective solutions where maintenance works are identified as necessary

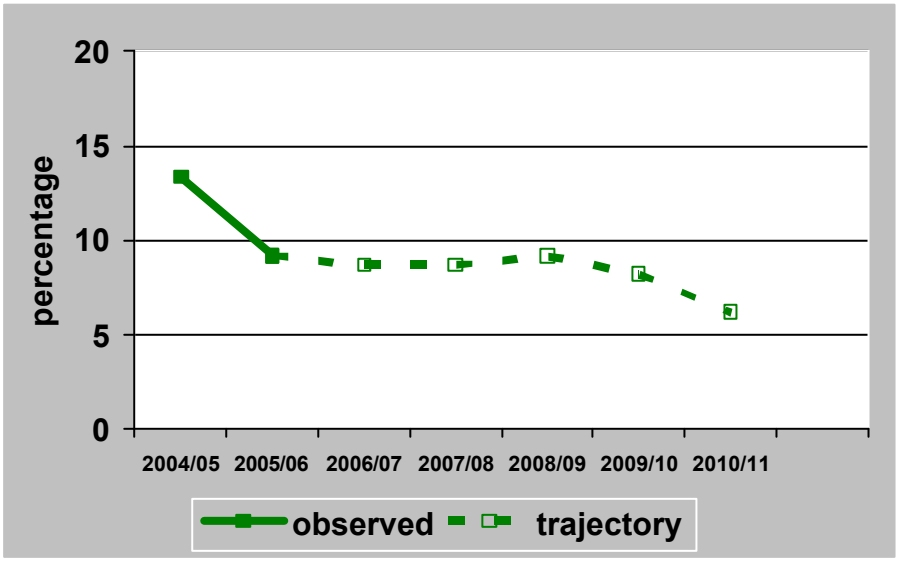
Monitoring Procedures – Coarse Visual Inspection on 25% of unclassified roads each year.

Basis for target and trajectory – The concentration of resources on traffic sensitive routes may result in some overall deterioration of conditions on unclassified routes in the early years of the Plan but the planned transfer of resources following the completion of these schemes should allow for improvements to be made in the later years leading to an overall improvement through the 5 years.

Baseline – 13.36% in 2004/05

Target – To reduce the proportion of unclassified roads on which structural maintenance is required to 6.2% by 2010/11

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

The monitoring figure relies upon each of the four 25% sample areas being equally representative of the overall condition of unclassified roads in the county. If this is not the case then the figure could produce unstable results.	In work planning consider rolling averages of conditions from samples as well as results from latest year when considering allocations between scheme types
Higher category roads continue to take a greater proportion of budget based on assessment of need	A review of road hierarchy is planned in order to re-assess network priorities, future maintenance needs and as a factor to be considered in cost/benefit analyses.
Sufficient funding not available to allow improvements to be made or maintained through reallocation to other services	Asset Management Plan will highlight the continued need for adequate maintenance funding and the implications if needs are not met.
Adverse weather causes rapid and unexpected deterioration in road conditions. If additional funding not available then this could affect progress towards targets. Weather effects would be most likely on lowest standard roads.	Reprioritisation of scheme programmes and budgets would be required.
On traffic sensitive roads there are limited opportunities to carry out works in ways that minimise congestion or programmes modified with resulting increases in cost	Risk minimised by collection of information at an early date and robust project management.
Increased costs for Network Rail Bridge Strengthening Improvements reduces the balance available for carriageway improvements.	Asset Management Plan will allow the assessment of different strategies to ensure that the best overall Value for Money programme to meet maintenance needs is delivered.

Core Target 4 : Condition of Footways

Objective: To reduce the proportion of footways identified as deficient

Key Actions – The assessment of the condition of footways and the delivery of the most cost-effective solutions where maintenance works are identified as necessary

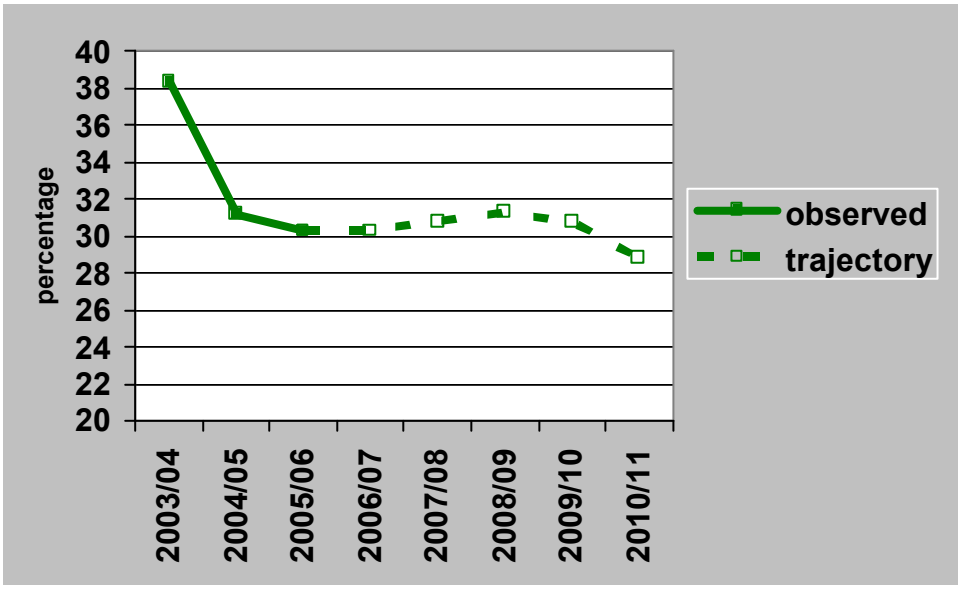
Monitoring Procedures – Detailed Visual Inspection of 50% of identified footway network each year. The identified network includes the busiest (mostly urban) footways only.

Basis for target and trajectory – The concentration of resources on traffic sensitive routes may result in some overall deterioration of conditions on unclassified routes in the early years of the Plan but the planned transfer of resources following the completion of these schemes should allow for improvements to be made in the later years leading to an overall improvement through the 5 years.

Baseline – 31.2% in 2004/05

Target – To reduce the proportion of footways identified as deficient to 28.8% by 2010/11

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

More funds put into carriageway maintenance resulting in deterioration and higher claims or	If the risks identified for carriageway maintenance materialise then there will be pressure to re-allocate funds away from footway maintenance. Better identification of the risks involved and potential for increased claims should allow for best overall value for money decisions to be made.
Overall revenue maintenance funding levels reduced with consequent pressure on footways budget.	Better identification of the risks involved and potential for increased claims should allow for best overall value for money decisions to be made.

Core Target 5 : Road casualties – killed or seriously injured

Objective: To reduce the number of fatalities or seriously injured casualties on Oxfordshire roads

Key Actions – The analysis of accident records to identify locations with high numbers or rates of accidents and the development and implementation of cost effective measures to deal with identified problems; development and implementation of targeted programmes of education, training and publicity to alter behaviour of high risk groups; implementation of maintenance schemes where the condition of road is identified as a cause of accidents; speed management and enforcement programmes in partnership with Thames Valley Safer Roads Partnership.

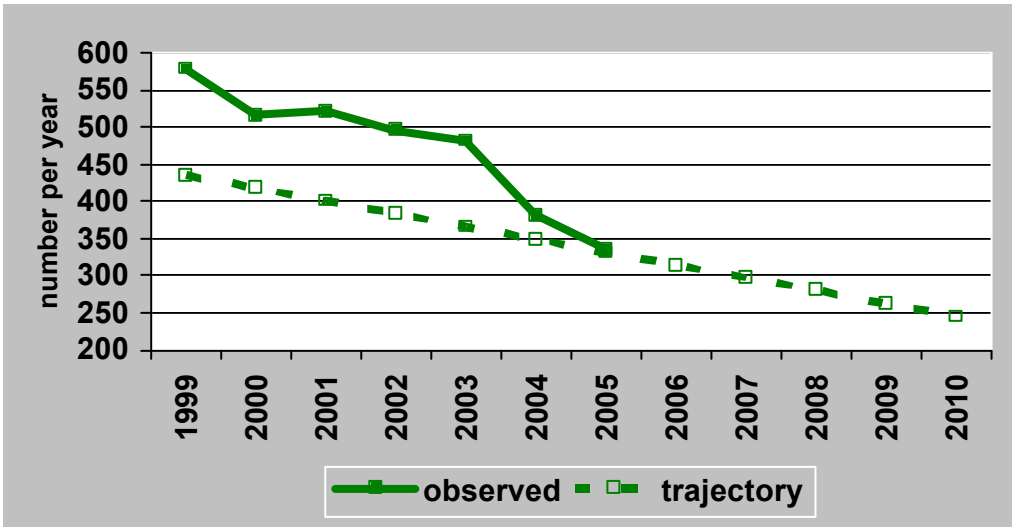
Monitoring Procedures – Analysis of Thames Valley Police accident records

Basis for target and trajectory – A target of a 40% reduction from 1994-98 levels by 2010 was set in 2000. Throughout the LTP period the Council has been on track to meet this target. Taking account of this, and the anticipated maintenance and development of enforcement activity through the Safer Roads Partnership anticipated in the light of the planned changes to funding for safety camera partnerships, it has been decided to set a more stretching target of a 50% reduction by 2010.

Baseline – 487 - average number of road casualties killed or seriously injured between 1994 and 1998.

Target – To reduce the number of fatalities and seriously injured casualties to 245 by 2010

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Concerns over the perceived negative perception of speed management measures resulting in curtailment or reversal of this work: Speed management (e.g. traffic calming, speed enforcement and new speed limits) have proved to be extremely effective in reducing the number and severity of injury accidents and is a particularly valuable tool when addressing the more dispersed accident problems now that a high proportion of the single site problems have been addressed.	Use all opportunities to explain the benefits of these measures and the physical and emotional consequences of road accidents and ensure that voice of those in support of such measures is heard.
Increased levels of alcohol and drug abuse and other negative behaviours (e.g. sleep deficit problems) among younger road users have been implicated in part in what has been termed the 'core' number of fatal accidents (and presumably serious injury accidents).	Continued emphasis on education, training and publicity programmes; increased and targeted resources may be required if numbers of associated accidents increase.
Significant increase in the use of powered two wheel vehicles: the rapid decline in KSI's in particular seen through the 1980s / early 1990s is attributed to a considerable extent to the decline in ptw use; obviously if there is a reversal of this casualty numbers are almost certain to rise appreciably.	Ensure engineering and education resources are targeted to those locations where the latest 5-year accident history suggests it can produce most benefit.
In the longer term an ageing population would be expected to have potentially both higher accident involvement risks and (more definitely) higher susceptibility to more serious injury in the event of an accident.	Unlikely to be significant in the LTP2 period.

Core Target 6 : Child casualties

Objective: To reduce the number of child casualties on Oxfordshire roads

Key Actions – The analysis of accident records to identify locations with high numbers or rates of child accidents and the development and implementation of cost effective measures to deal with identified problems; development and implementation of targeted programmes of education, training and publicity to alter behaviour of high risk groups; implementation of maintenance schemes where the condition of road is identified as a cause of accidents; speed management and enforcement programmes in partnership with Thames Valley Speed Partnership.

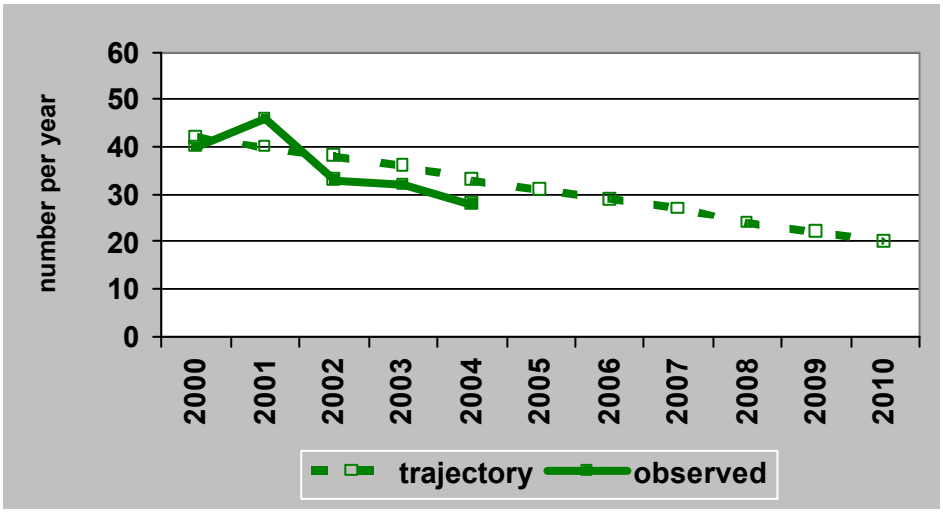
Monitoring Procedures - Analysis of Thames Valley Police accident records

Basis for target and trajectory – A target of a 50% reduction from 1994-98 levels by 2010 was set in 2000. Apart from one year, the Council has been on track to meet this target through the LTP period. Taking account of this, and the anticipated maintenance and development of enforcement activity through the Safer Roads Partnership anticipated in the light of the planned changes to funding for safety camera partnerships, it has been decided to set a more stretching target of a 60% reduction by 2010.

Baseline – 51 – average number of children killed or seriously injured between 1994 and 1998.

Target – To reduce the number of child casualties to 20 by 2010

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Concerns over the perceived negative perception of speed management measures resulting in curtailment or reversal of this work: Speed management (e.g. traffic calming, speed enforcement and new speed limits) have proved to be extremely effective in reducing the number and severity of injury accidents and is a particularly valuable tool when addressing the more dispersed accident problems now that a high proportion of the single site problems have been addressed.	Use all opportunities to explain the benefits of these measures and the physical and emotional consequences of road accidents and ensure that voice of those in support of such measures is heard
Increased levels of alcohol and drug abuse and other negative behaviours (e.g. sleep deficit problems) among younger road users have been implicated in part in what has been termed the 'core' number of fatal accidents (and presumably serious injury accidents).	Continued emphasis on education, training and publicity programmes; increased and targeted resources may be required if numbers of associated accidents increase.
Significant increase in the use of powered two wheel vehicles: the rapid decline in KSI's in particular seen through the 1980s / early 1990s is attributed to a considerable extent to the decline in ptw use; obviously if there is a reversal of this casualty numbers are almost certain to rise appreciably.	Ensure engineering and education resources are targeted to those locations where the latest 5-year accident history suggests it can produce most benefit.
In the longer term an ageing population would be expected to have potentially both higher accident involvement risks and (more definitely) higher susceptibility to more serious injury in the event of an accident. however such changes are unlikely to be significant in the LTP2 period.	Unlikely to be significant in the LTP2 period.

Core Target 7 : Slight casualties

Objective: To reduce the number of slight casualties on Oxfordshire roads

Key Actions – The analysis of accident records to identify locations with high numbers or rates of accidents and the development and implementation of cost effective measures to deal with identified problems; development and implementation of targeted programmes of education, training and publicity to alter behaviour of high risk groups; implementation of maintenance schemes where the condition of road is identified as a cause of accidents; speed management and enforcement programmes in partnership with Thames Valley Speed Partnership.

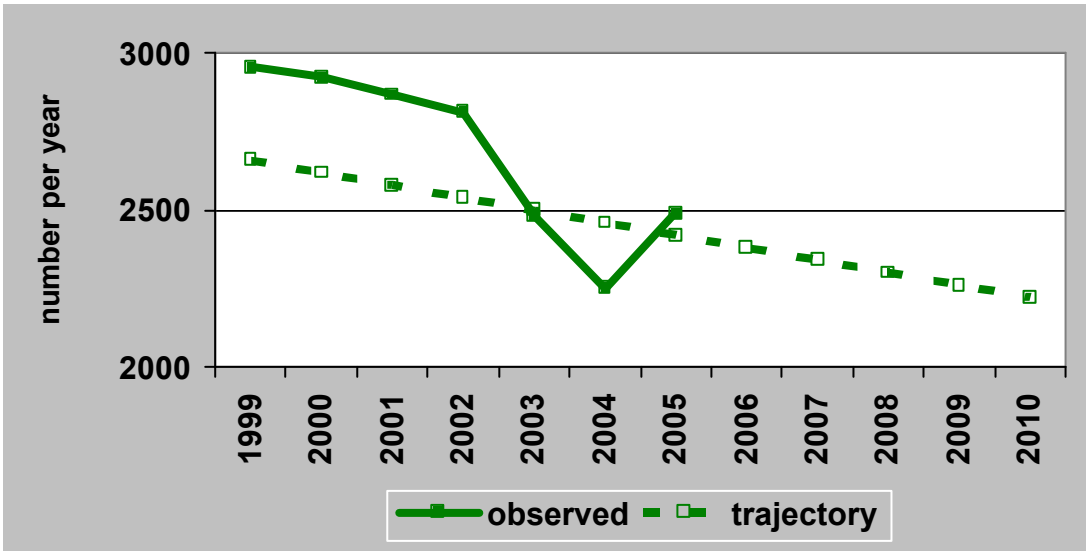
Monitoring Procedures - Analysis of Thames Valley Police accident records

Basis for target and trajectory – In the first LTP a target of a 10% reduction in the slight accident rate by 2010 based on the 1994/98 average rate was set. This was achieved by 2004. For the second LTP the target is to be set in terms of the number of casualties. The 1994/98 average figure for slight injury numbers was 2779 per year. A reduction of 10% has also already been achieved on this level. A target of a 20% reduction would represent a significant increase in the rate of reduction to that experienced in the past five years, however the experience of 2004, where this lowere level was itself almost achieved, show that this more stretching target should be achievable.

Baseline –1994/98 average figure for slight injury numbers was 2779 per year.

Target – To reduce the number of slight casualties by 10% to 2223 by 2010

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Concerns over the perceived negative perception of speed management measures resulting in curtailment or reversal of this work: Speed management (e.g. traffic calming, speed enforcement and new speed limits) have proved to be extremely effective in reducing the number and severity of injury accidents and is a particularly valuable tool when addressing the more dispersed accident problems now that a high proportion of the single site problems have been addressed.	Use all opportunities to explain the benefits of these measures and the physical and emotional consequences of road accidents and ensure that voice of those in support of such measures is heard
Increased levels of alcohol and drug abuse and other negative behaviours (e.g. sleep deficit problems) among younger road users have been implicated in part in what has been termed the 'core' number of fatal accidents (and presumably serious injury accidents).	Continued emphasis on education, training and publicity programmes; increased and targeted resources may be required if numbers of associated accidents increase.
Significant increase in the use of powered two wheel vehicles: the rapid decline in KSI's in particular seen through the 1980s / early 1990s is attributed to a considerable extent to the decline in ptw use; obviously if there is a reversal of this casualty numbers are almost certain to rise appreciably.	Ensure engineering and education resources are targeted to those locations where the latest 5-year accident history suggests it can produce most benefit.
In the longer term an ageing population would be expected to have potentially both higher accident involvement risks and (more definitely) higher susceptibility to more serious injury in the event of an accident. however such changes are unlikely to be significant in the LTP2 period.	Unlikely to be significant in the LTP2 period.

Core Target 8 : Bus Patronage

Objective: To increase the total number of bus boardings on services in Oxfordshire

Key Actions – Implementation of bus strategy (including subsidies for non-commercial services, implementation of premium route network, improved bus priority; rollout of real time bus information system); bus lane enforcement; improved vehicle fleet (bus company action).

Monitoring Procedures – Passenger data from bus operators; concessionary fares data from district councils

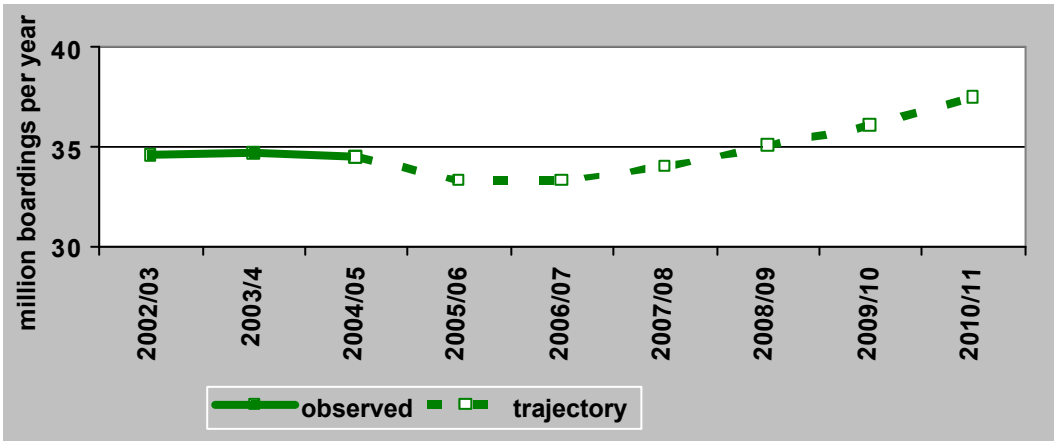
Basis for target and trajectory – Bus patronage has been reducing in Oxfordshire in the last couple of years after a number of years of increases. The trajectory allows for this to continue until 2007/08 when it is anticipated that improved bus lane priority and bus lane enforcement will begin to bring increases in boardings. These increases will continue as further improvements come on stream later in the Plan period.

The patronage and trajectory figures exclude riders using concessionary fares schemes. Looking at the most recent district returns it is estimated that the new scheme would add an additional 2.5% from 2006/07 onward.

Baseline – 34.7 million bus boardings in 2003/04

Target – To increase the number of bus boardings to 35.6 million per year by 2010/11

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Bus operating costs and/ or fares continue to rise more rapidly than motoring costs.	Keep parking charges under review. Bus priority measures to help contain operating costs.
Bus operator management/ ownership changes lead to loss of proactive policies on service development.	Regular high level liaison meetings with operators. Establishment of Quality Partnerships.
New housing and other development occurs in ways which cannot readily be served by main bus routes.	Planning policies and advice to District Councils to seek to secure appropriate form and location of development
Inability to implement capital programme of measures to benefit buses, either because of lack of funds or opposition.	Need for capital budget to be maintained. Need for strong leadership in explaining benefit of measures and maintaining political commitment.
Inability to fund continuation of major subsidised services.	Need for revenue budget to be maintained. Procedures in service procurement to ensure value for money.
Buses lose preferential access to city and town centres.	Planning policies and highway management to maintain good access.
Failure to ensure continual improvement in highway management to benefit buses.	Network management, parking control, camera enforcement, traffic signal priority, etc. must be further developed to benefit buses.
Rising traffic levels disrupt bus services through congestion.	Transport policies to ensure that this is mitigated.
Inability to recruit/ retain staff necessary to develop provision for buses.	Appropriate recruitment and retention policies to be maintained and developed.
New Westgate Shopping centre in Oxford does not open during Plan period.	Liaison with developers.
Introduction of free fares for elderly and disabled people leads to greater or lesser generation than predicted.	Monitor concessionary travel separately. Review forecasts for later years if necessary in the light of early results of free fares introduction.

Core Target 9 : Bus Satisfaction

Objective: To increase the proportion of the local population satisfied with the quality of bus services

Key Actions – Implementation of bus strategy (including subsidies for non-commercial services, implementation of premium route network, improved bus priority; rollout of real time bus information system); bus lane enforcement; improved vehicle fleet (bus companies action).

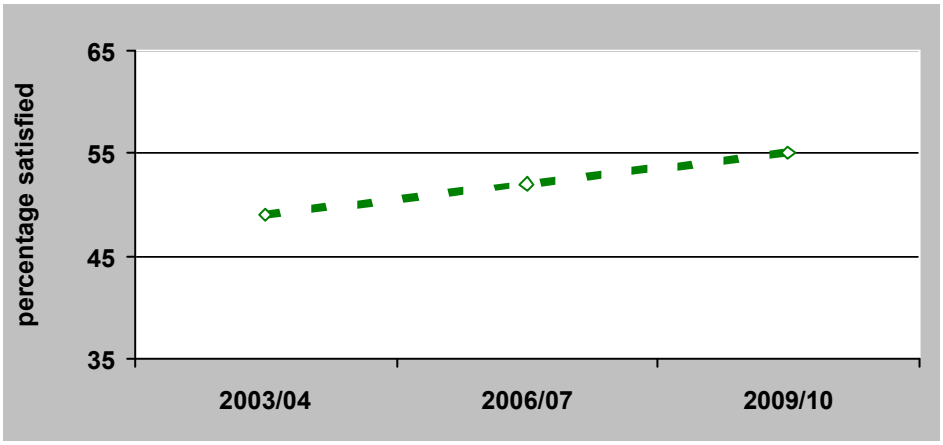
Monitoring Procedures – Through sample survey every three years

Basis for target and trajectory – There is little experience in estimating the changes in satisfaction that could be expected to arise from the service improvements in the Bus Strategy. There is likely to be considerable inertia in this indicator given that it is a sample of all local people and will therefore include a large number of people who do not use the service and are therefore unlikely to notice service improvements. An increase of 1% per annum is therefore considered a challenging target.

Baseline – 49% in 2003/04

Target – To increase the proportion to 55% by 2009/10

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Bus operating costs and/ or fares continue to rise more rapidly than inflation.	Bus priority measures to help contain operating costs.
Bus operator management/ ownership changes lead to loss of proactive policies on service development.	Regular high level liaison meetings with operators. Establishment of Quality Partnerships.
Inability to implement capital programme of measures to benefit buses, either because of lack of funds or opposition.	Need for capital budget to be maintained. Need for strong leadership in explaining benefit of measures and maintaining political commitment.
Inability to fund continuation of major subsidised services.	Need for revenue budget to be maintained. Procedures in service procurement to ensure value for money.
Buses lose preferential access to city and town centres.	Planning policies and highway management to maintain good access.
Failure to ensure continual improvement in highway management to benefit buses.	Network management, parking control, camera enforcement, traffic signal priority, etc. must be further developed to benefit buses.
Rising traffic levels disrupt bus services through congestion.	Transport policies to ensure that this is mitigated.
Inability to recruit/ retain staff necessary to develop provision for buses.	Appropriate recruitment and retention policies to be maintained and developed.
Introduction of free fares for elderly and disabled leads to overcrowding of some services.	Press operators and District Councils to ensure adequate capacity is provided.

Core Target 10 : Total area-wide road mileage

Objective: To limit the growth in overall traffic levels on Oxfordshire roads

Key Actions – School and workplace travel plans; Public Transport measures (particularly Premium Routes, rail stations development and bus lane clearways and enforcement); Oxford Transport Strategy (public transport improvements on radial routes, central area measures including bus gate enforcement, cycle network improvements); Park and Ride enhancements and expansions; town centre measures.

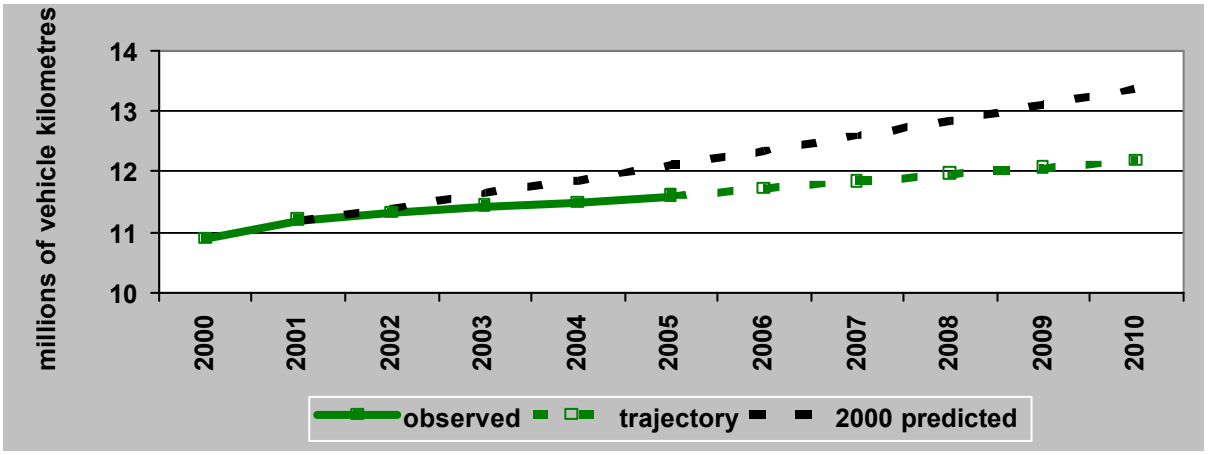
Monitoring Procedures – Annual average traffic levels on the county's roads are estimated from the results of a network of nearly 300 automatic traffic counters located on roads of all types and classes across the county.

Basis for target and trajectory – In the County Council's Road Traffic Reduction Report 2000 an analysis was made of the impact than anticipated growth would have on the traffic levels in the county based upon planned housing growth and national predictions of through traffic increases. This predicted a countywide projected traffic growth of 2% per annum. An analysis of the impact of the programme for the first LTP suggested that this would reduce traffic growth by approximately 50% over the 200-2010 period. This formed the basis for the county's traffic reduction target. Monitored traffic growth in the first LTP has shown level growth generally in line with the target levels. It is considered that the 1% per annum maximum traffic growth target, re-based to 2005 observed levels, is still relevant.

Baseline – 10.9 million vehicle kilometres travelled on Oxfordshire's roads in 2000.

Target – To have no more than 12.2 million vehicle kilometres per day travelled on Oxfordshire's roads in 2010

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Higher than forecast population, development or employment growth	The forecast allows for a 16% increase in housing and a 10% increase in cars per household between 1996 and 2011. The County Council will work with developers to develop transport strategies to limit the impact of all developments proposals.
Failure to implement infrastructure improvements, particularly public transport improvements on premium routes	The County Council has introduced improved programme and project management procedures in association with the formation of Oxfordshire Highways to help ensure that the correct projects to deliver the objectives of this Plan are developed to time.
Failure to deliver travel plans development programme	The travel plans development programme is particularly staff intensive and reliant upon having sufficient staff. The County Council has recently increased staff levels working in this area but progress requires retention of staff at these levels throughout the Plan.

Core Target 11 : Index of Cycling Levels

Objective: To maintain current levels of cycling across the county

Key Actions – Development of cycle network in Oxford; vulnerable road user audit on new schemes; town centre traffic management schemes; road safety programme; cycle training schemes.

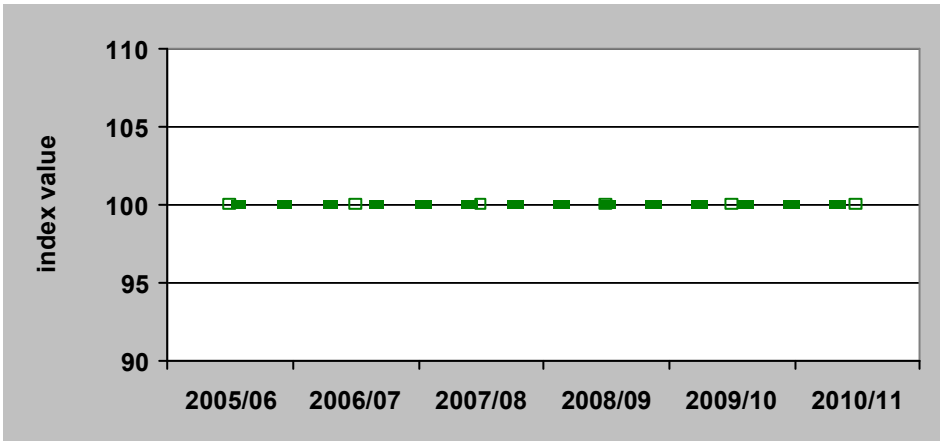
Monitoring Procedures A network of 30 manual and cycle counting points has been developed at locations around the county, comprising a mixture of on- and off-carriageway points in Oxford, the other major towns and in rural areas.

Basis for target and trajectory – the impact of the schemes within the programme has been assessed in terms of its impact on monitoring network. While individual schemes may have greater impact on cycling levels in particular corridors, in terms of the network-wide effect given by the index this has been estimated as increasing the index by +1. However, there is considerable uncertainty about these impacts, together with underlying trends in cycling levels (in Oxford there has been considerable investment in cycle facilities over the past decade but this has not resulted in appreciable increases in overall cycling levels) and the variability inherent (but unknown) within monitoring across a network of cycle counts. Consequently a target of no change has been set. As more experience is gained through the LTP period it may be appropriate to adjust this target.

Baseline – Index from surveys counts set to 100 for 2005/06

Target – To maintain current levels of cycling on the monitored network to 2010/11

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Cycle schemes in Oxford not delivered to programme	The schemes to promote cycling in the Plan are concentrated within Oxford and are, in some cases, dependent upon the delivery of larger schemes. Improved programme and project management processes should reduce the likelihood of non-delivery.
Underlying decline in cycling levels greater than increases from delivered schemes	Monitoring of the impact of individual schemes will provide information on impact of delivered schemes. However this may not compensate for declines in cycling elsewhere, particularly in rural areas where cost-effective measures to promote cycling are less likely to be identified. Analysis of the differences in cycling levels in different parts of the county may identify additional measures to be taken.
Monitoring network not sufficient to measure changes in cycling levels accurately	The use of a network of cycling counts is untested and cannot be certain that the network as used will be sufficient to produce reliable data for year-on-year comparisons. We will monitor progress and update processes if required. Additional data points may be added through the Plan period if required to increase coverage and improve accuracy.

Core Target 12 : Car Use for Journeys to School

Objective: To reduce the number of single child trips to school undertaken by car

Key Actions – Development of approved school travel plans across schools in the county (see local indicator 7); development and implementation of a range of tailored on- and off- site measures to encourage non-car travel to school through the Better Ways to School programme.

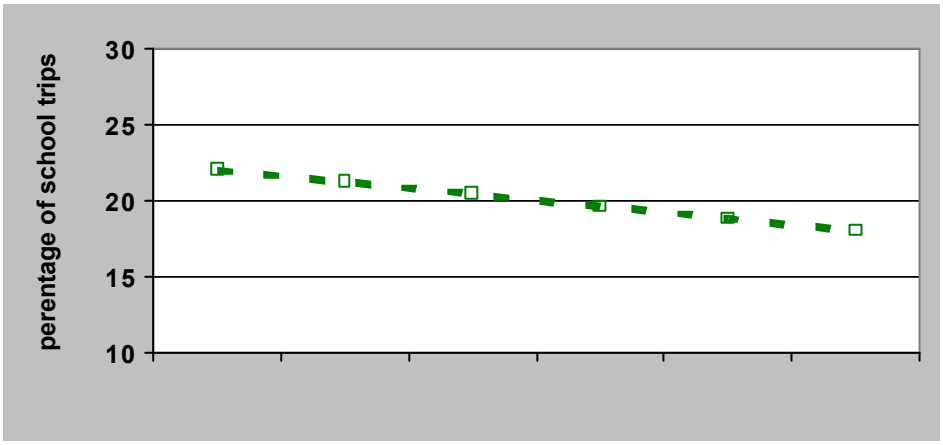
Monitoring Procedures - Annual survey of a representative sample of pupils and schools

Basis for target and trajectory –Experience from surveys conducted at 2000 and 2005 for schools with and without School Travel Plans has given an indication of the likely impact of the expansion of the number of schools with School Travel Plans. Taking this and other impacts such as the size of schools and increased car ownership levels into account it is estimated that around 4,000 school trips will have switched in mode by 2010/11. This accounts to a 4 percentage point reduction in the indicator.

Baseline – 22% in 2005

Target – To reduce the percentage of single child trips to school undertaken by car to 18% by 2010/11

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Capital budget of £1m per annum needs to be maintained (subject to government funding).	Need for budget to continue at this level. Seek value for money improvements on highway/on-site measures from 2006/7 to help us deliver more measures for more schools. Tactical use of the government's small capital grants scheme to ensure that BWTS funding is spent where it will be most effective.
Level of capital budget is insufficient to meet demand from schools generated by STP development. STP take-up tails off as schools are "turned off"	Consider need for budget to increase Seek value for money improvements on highway/on-site measures from 2006/7 to help us deliver more measures for more schools. Revised guidance and e-template for STP development will encourage schools to consider a broad range of actions (not just highway measures) and help them to show how taking these actions will generate modal shift or other benefits. Engage a range of delivery partners in the management and delivery of the school travel strategy
Recruitment of appropriately skilled and experienced staff (high cost of housing in Oxfordshire is a barrier to this) + funding to do so. The continuation of the government's revenue grant of £92K towards the costs of employing school travel advisers beyond 2007/08 is critical.	Re-structuring of Travel Plans Development Team and internal staff development. School Travel Strategy should help to raise the profile of the team's work and attract people to travel planning to future vacancies. Participation in a Workforce Planning pilot
Extended schools present a challenge as they will tend to fragment existing school travel patterns	Engagement of key partners through School Travel Strategy consultation and development Review of school development process will highlight to key stakeholders the issues and opportunities raised
Changes to government policy/legislation – especially with regard to school admissions policy and schools transport. Significant changes might force the Council to divert resources in order to counter a negative impact on car travel, and may be so significant that we would wish to renegotiate the target.	Engagement of key partners through consultation and development BV Review of the Council's funded transport services, including Schools Transport, to bring forward recommendations that should help the service to address the implications of these policy changes.
Resistance of a small group of schools to developing a school travel plan.	Team initiatives will promote travel plan development to all schools, and celebrate the achievements and benefits to those that have done so.

Core Target 13 : Journeys into Central Oxford

Objective: To restrict traffic growth across the Oxford Inner Cordon

Key Actions – Introduction of camera enforcement of bus-only restrictions; High Street measures; improvements for other modes (including introduction of Premium Routes schemes on radial roads and cycle network improvements).

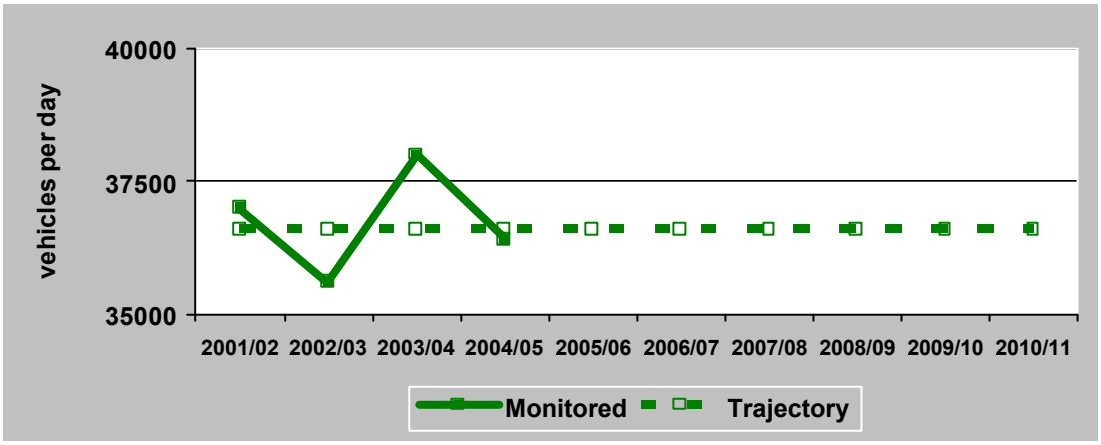
Monitoring Procedures - Traffic levels are regularly monitored on a cordon of automatic counter points around central Oxford

Basis for target and trajectory – The Local Transport Plan strategy for Oxford includes no measures for increased restraint (beyond the enhanced enforcement of existing restrictions) nor does it include any increases in capacity. Consequently a target of maintaining current levels has been set.

Baseline – 2002/03 - 2004/05 average value of 36600 vehicles per day.

Target – To maintain traffic levels across the Oxford Inner Cordon at baseline levels.

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

More traffic in central area because of worsening of traffic conditions elsewhere (particularly Marston Ferry Road but to a lesser degree on Ring Road)	Identification and implementation of additional schemes to counter pressures following readjustment of programme to ensure that it maintains overall value for money.
Normal variation in monitored vehicle numbers	As shown in the trajectory diagram there have been fluctuations in the levels recorded in recent years of the order of +/- 5% and it is likely that these will continue through the Plan period. Values between 34750 and 38500 should therefore be taken as being on track to meet the target.
Non-delivery of programme – particularly radial route measures	Improved programme and project management processes should reduce the likelihood of non-delivery.

Core Target 14 : Air Quality

Objective: To reduce the roadside concentration of NO_2 in the central Oxford Air Quality Management Area

Key Actions – Implementation of Oxford City Centre Air Quality Action Plan

Monitoring Procedures – Continuous roadside monitoring site at Town Hall, St Aldates as part of city network of pollution monitoring.

Basis for target and trajectory – the impact of reductions in background emissions concentrations of was estimated, as was the impact of the Action Plan measures. It is estimated tht wether factors could produce a variation in roadside concentrations of +/- 10 $\mu g/m^3$ in any year; while the impact of the measures could reduce the concentrations by a further 3 $\mu g/m^3$ and the impact of the Westgate Centre redevelopment could affect concentrations by a further +/- 3 $\mu g/m^3$.

Target –Reduce annual mean concentration of NO_2 at St Aldates roadside monitoring site to 53 $\mu g/m^3$ by 2011

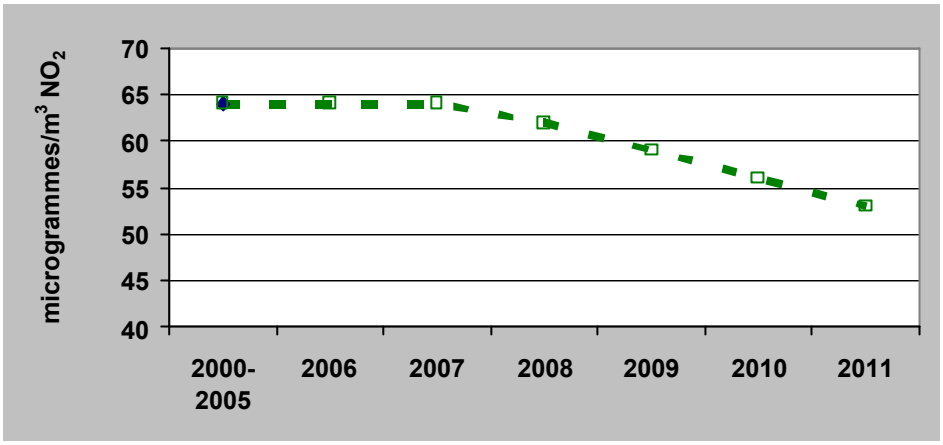
This reduction is not sufficient to meet the national 2005 objective for the annual mean concentration of nitrogen dioxide. Given the constraints of the Oxford city centre AQMA, work has shown that only two interventions would allow the objective level of 40 $\mu g/m^3$ to be reached:

1. The complete closure of all streets within the AQMA. This is not possible because all the streets concerned are either key routes for access to the city centre and/or require access for deliveries. Closing these streets would hamper access to the city centre to an unacceptable degree and would threaten the city's economic vitality. Such restrictions would cause significant congestion and increased pollution at other locations outside the AQMA, possibly creating exceedances at new locations.

2. A very strict low emission zone requiring vehicles to exceed the Euro IV standard. Such vehicles are not currently available and even if they were the imposition of such a stringent standard would place an unacceptable financial burden on bus operators. This financial cost could only be met by major increases in Council subsidies or in the fares paid by the public. Neither of these would be acceptable, and the latter would undermine Oxford's transport system by significantly reducing the attractiveness of bus services.

Baseline – Annual average mean daily concentraration of NO2 at St Aldates monitoring station between 2000 and 2004 of 64 $\mu g/m^3$

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Proposals rejected at consultation	Early engagement with consultees on proposals to allow time to review problematic proposals if necessary. Ensure benefits of proposed measures are clearly quantified so consultees can make an informed response.
Reduced funding allocation for air quality measures	Seek alternative funding. Ensure measures are prioritised carefully to ensure maximum benefits per pound spent.
Legislative processes take longer than expected or do not allow certain measures to be implemented	Investigate all measures requiring legislative processes as soon as possible. Ensure AQAP is not overly reliant on these measures.
Adverse weather results in elevated pollutant levels.	Additional measures to bring about further emissions reductions will be investigated and funded if possible.
Construction of Westgate centre (expected start 2007). This is likely to result in the diversion of buses and other traffic, leading to increases in emissions in some streets. Also increase in diesel-engined construction traffic.	Diversionary routes for buses will be set with air quality effects in mind. Construction traffic will be routed to avoid AQMA wherever possible. If these increased emissions cannot be sufficiently controlled, additional measures to reduce emissions from other sources investigated and funded if possible.

Additional targets will be set for other AQMAs as Action Plans are agreed between County and District Councils

Core Target 15 : Accessibility

Objective: To increase the proportion of households within 30 minutes travel of a town centre by public transport (town centres are used here as a proxy for general accessibility given that they represent locations where a number of services - employment opportunities, shopping, leisure, some health services – are located).

The assessment covers towns in Oxfordshire with populations above c. 10,000 and with reasonable range of facilities plus major towns outside the county to which parts of the county may look for the provision of goods and services.

Key Actions – Implementation of bus strategy (including subsidies for non-commercial services, implementation of premium route network, improved bus priority; rollout of real time bus information system); Local Accessibility Action Plans.

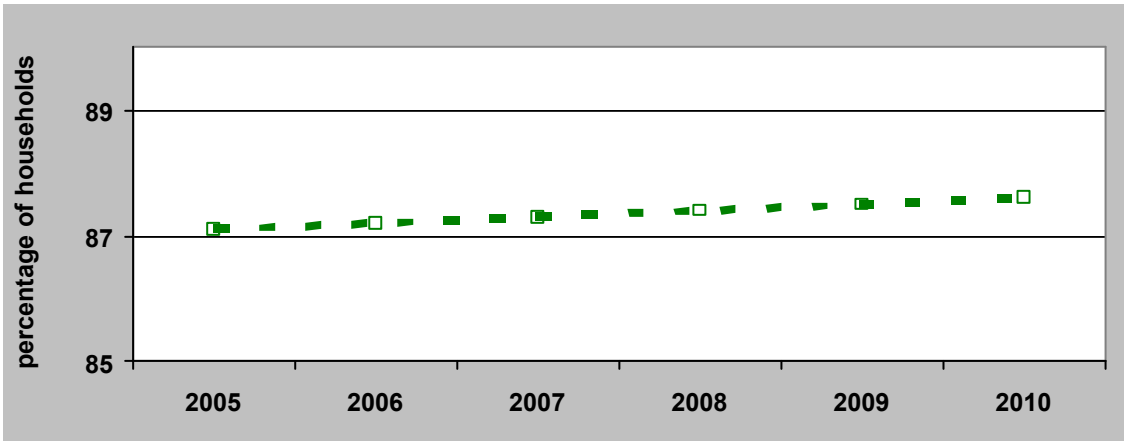
Monitoring Procedures - Figure to be re-calculated annually through *Accession*^{tm} based upon latest bus service details. If data of sufficiently good quality becomes available during the Plan period then population base for the calculation will also be revised.

Basis for target and trajectory – *Accession*^{tm} runs have been carried out for the base year (completed) and for 2010 based upon the expected changes in service patterns and standards expected to be delivered by the Bus Strategy by that date. A straight line trajectory has been assumed – this may overestimate the proportion of the overall improvement that will be achieved in the first half of the Plan period.

Baseline – 87.1% 2005

Target – To increase to 87.6% by 2010

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Bus strategy not able to be delivered due to increased costs for continuing support of non-commercial services	Need for capital budget to be maintained. Need for strong leadership in explaining benefit of measures and maintaining political commitment.
Premium Routes programme not delivered	Improved programme and project management processes should reduce the likelihood of non-delivery.
Local Accessibility Action Plans do not identify improvements that would improve *Accession*^{tm} statistics	Accession assessment can only give a headline time-based figure for accessibility problems. The issues that are identified in Local Accessibility Action Plans may reveal that accessibility problems relate to issues other than time issues. More locally specific indicators will be identified as part of each Action Plan and, together with the *Accession*^{tm} statistics, help to give a more rounded picture of changes in accessibility in the county.

Core Target 16 : Bus Punctuality (non-frequent services)

Objective: To improve the punctuality, both at start of route and at intermediate points, of non-frequent bus services (i.e. services with a service intervals greater than 10 minutes).

Key Actions – Implementation of bus strategy (particularly implementation of premium route network, improved bus priority; rollout of real time bus information system); bus lane enforcement.

Monitoring Procedures - On-street observations at 12 termini, 20 intermediate timing points and 9 non-timing points during ther periods 0800-1030 and 1500-1730. Each point covered on on one or two (13 points) weekdays; data cross-checked against results from Automatic Vehicle Location system where these are available.

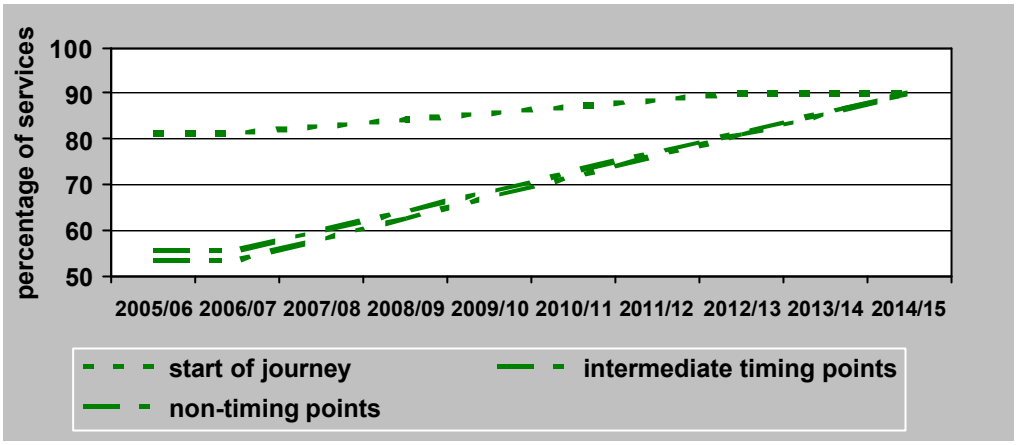
Basis for target and trajectory – No significant improvement in punctuality is expected in 2006/07 since proposed mhighway measures – notably camera enforcement of bus priority – will not take effect until late in the year. After 2006/07 a steady year-on-year improvement is anticipated.

The results of the 2005/06 surveys suggest that major improvement is required at intermediate points , whilst performance at termini is better. It is anticipated that it will take until 2014/15 for performance at intermediate points to reach 90%, whilst performance at termini should hit the target in 2012/13.

However it should be noted that there are concerns about the quality of the 2005/06 survey data. Surveys were carried out during the last two weeks of February, which turned out to be exceptionally cold. It is believed this may have affected both bus performance and the ability of survey staff to carry out their duties effectively. A follow-up survey will therefore be undertaken later in 2006 and, if these show results substantially different from the February survey, consideration will be given to revising the trajectory, and possibly the targets, accordingly.

Target – To improve the percentage of buses starting their journey not more than one minute early or 5 minutes late to 90% by 2012/13, and the percentage passing intermediate points not more than one minute early or five minutes late to 90% by 2014/15.

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Bus operator management/ ownership changes lead to loss of proactive policies on service management.	Regular high level liaison meetings with operators. Establishment of Quality Partnerships.
Inability to implement capital programme of measures to benefit buses, either because of lack of funds or opposition.	Need for capital budget to be maintained. Need for strong leadership in explaining benefit of measures and maintaining political commitment.
Failure to ensure continual improvement in highway management to benefit buses.	Network management, parking control, camera enforcement, traffic signal priority, etc. must be further developed to benefit buses.
Rising traffic levels disrupt bus services through congestion.	Transport policies to ensure that this is mitigated.
Inability to recruit/ retain staff necessary to develop provision for buses.	Appropriate recruitment and retention policies to be maintained and developed.
Estimating of "expected" time at non-timing points proves incapable of being carried out accurately	Consider amendment or deletion on "non-timing point" target if necessary.

Core Target 17 : Bus Punctuality (frequent services)

Objective: To reduce the excess waiting time for frequent bus services (i.e. buses with a service interval 10 minutes or less)

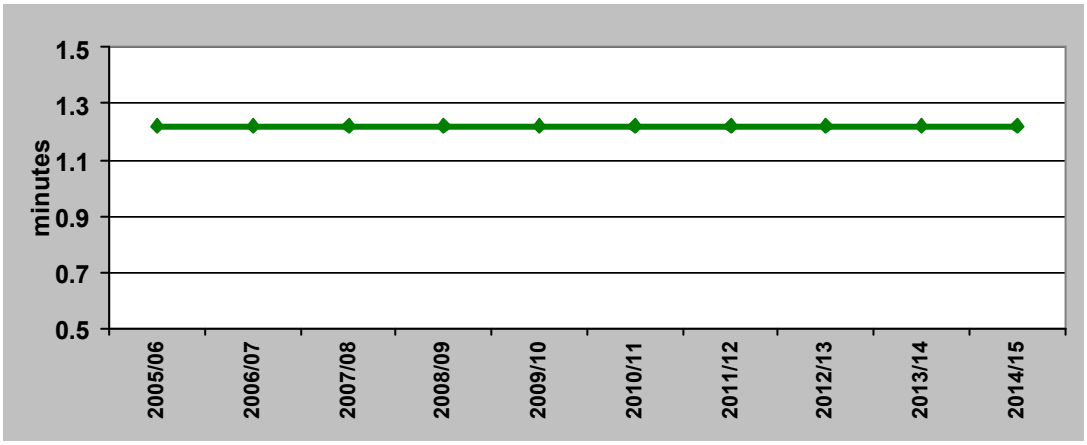
Key Actions – Implementation of bus strategy (particularly implementation of premium route network, improved bus priority; rollout of real time bus information system); bus lane enforcement, improved network management, traffic signal priority.

Monitoring Procedures – On-street observations at 18 key points on the network of frequent services, during the periods 0800-1030 and 1500-1730; each point covered on one or two (9 points) weekday; data cross-checked against results from Automatic Vehicle Location system where available.

Basis for target and trajectory – Initial surveys suggest that current performance meets the target of under 1.25 minutes excess waiting tiome. However, due to uncertainty about data quality (see Core Target 16), this target and trajectory will be rreviewed following surveys later in 2006 and may be revised.

Target – To maintain excess waiting time at or below 1.25 minutes.

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

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Inability to implement capital programme of measures to benefit buses, either because of lack of funds or opposition.	Need for capital budget to be maintained. Need for strong leadership in explaining benefit of measures and maintaining political commitment.
Failure to ensure continual improvement in highway management to benefit buses.	Network management, parking control, camera enforcement, traffic signal priority, etc. must be further developed to benefit buses.
Rising traffic levels disrupt bus services through congestion.	Transport policies to ensure that this is mitigated.
Inability to recruit/ retain staff necessary to develop provision for buses.	Appropriate recruitment and retention policies to be maintained and developed.

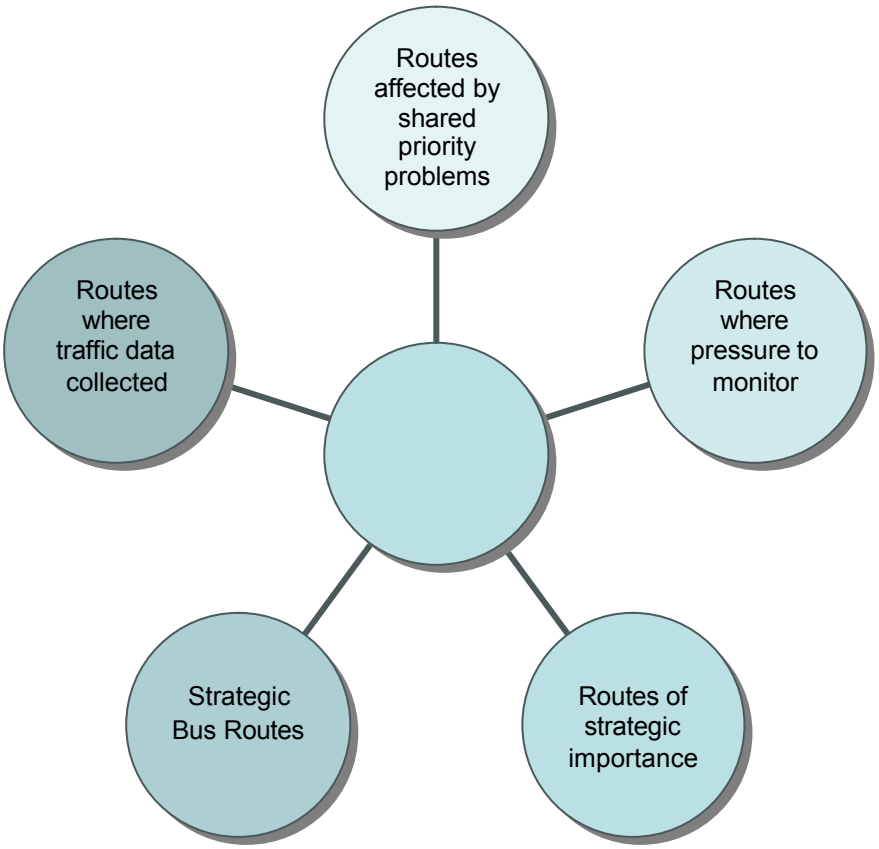
Local Indicator 1 : Congestion

Objective: To reduce levels of congestion in Oxfordshire, either generally across the county or on specific selected routes or corridors

Basis for target and trajectory – Throughout 2005 Oxfordshire County Council has, in conjunction with Halcrow Group Limited, carried out a DfT/LGA Shared Priority Pathfinder Research Project into methods to monitor congestion that would be suitable for predominantly rural areas.

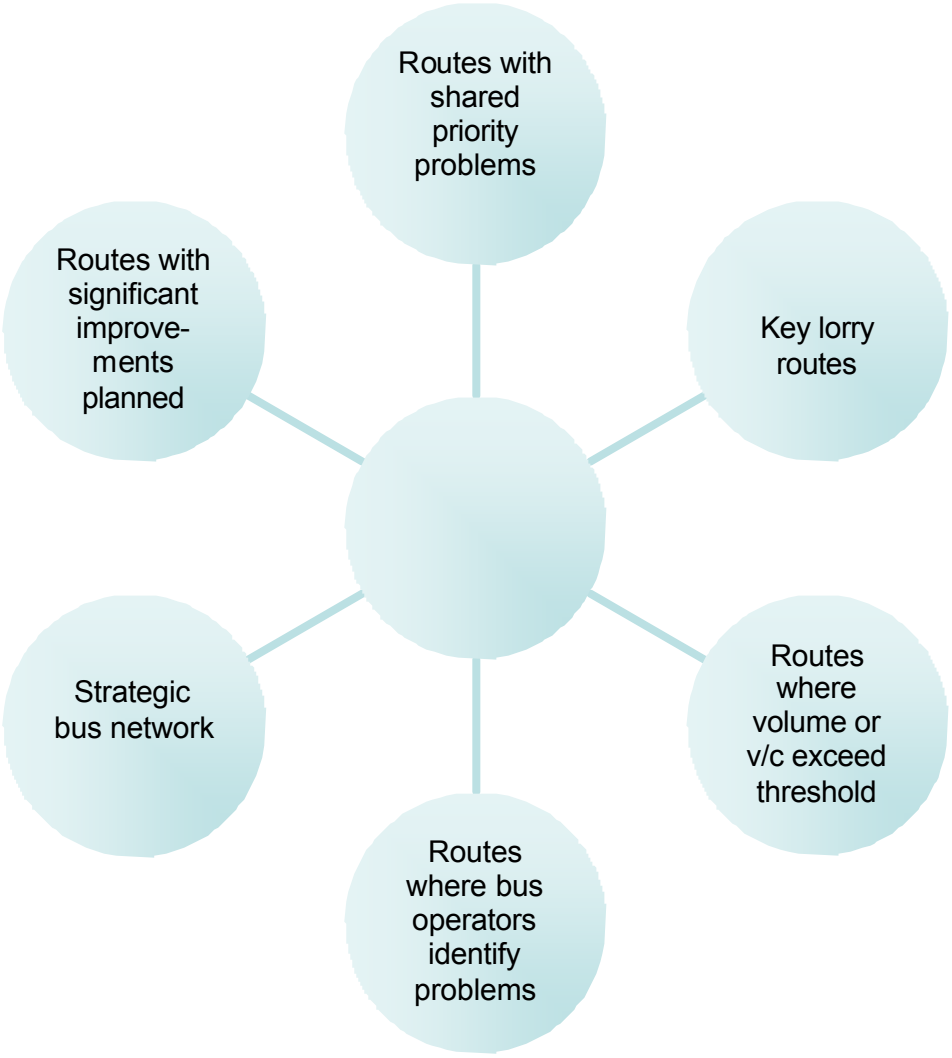
As a result of this study a three stage monitoring process has been developed:

- Peak hour/all day traffic volume to capacity ration or number of hours per day for which a threshold volume or v/c level is exceeded – calculated on base monitoring network and used to define detailed network
- Average delay per vehicle (recorded separately for car and bus journeys) – measured on detailed monitoring network
- Journey Time reliability : proportion of trips taking less than threshold excess travel time over mean (recorded separately for car and bus journeys) – measured on detailed monitoring network



Factors to be considered in defining the base network

The County Council intends to carry out studies in 2006 to pilot methods, determine appropriate threshold values and establish baselines. The intention is to set targets for congestion in 2007 based upon the information from these studies.



Factors to be considered in defining the detailed monitoring network

Local Indicator 2 : Road Safety – Pedestrian Casualties

Objective: To reduce the numbers of pedestrian casualties on Oxfordshire's roads

Key Actions – The analysis of accident records to identify locations with high numbers or rates of pedestrian casualties and the development and implementation of cost effective measures to deal with identified problems; development and implementation of targeted programmes of education, training and publicity to alter behaviour of high risk groups; implementation of maintenance schemes where the condition of road is identified as a cause of accidents; speed management and enforcement programmes in partnership with Thames Valley Speed Partnership.

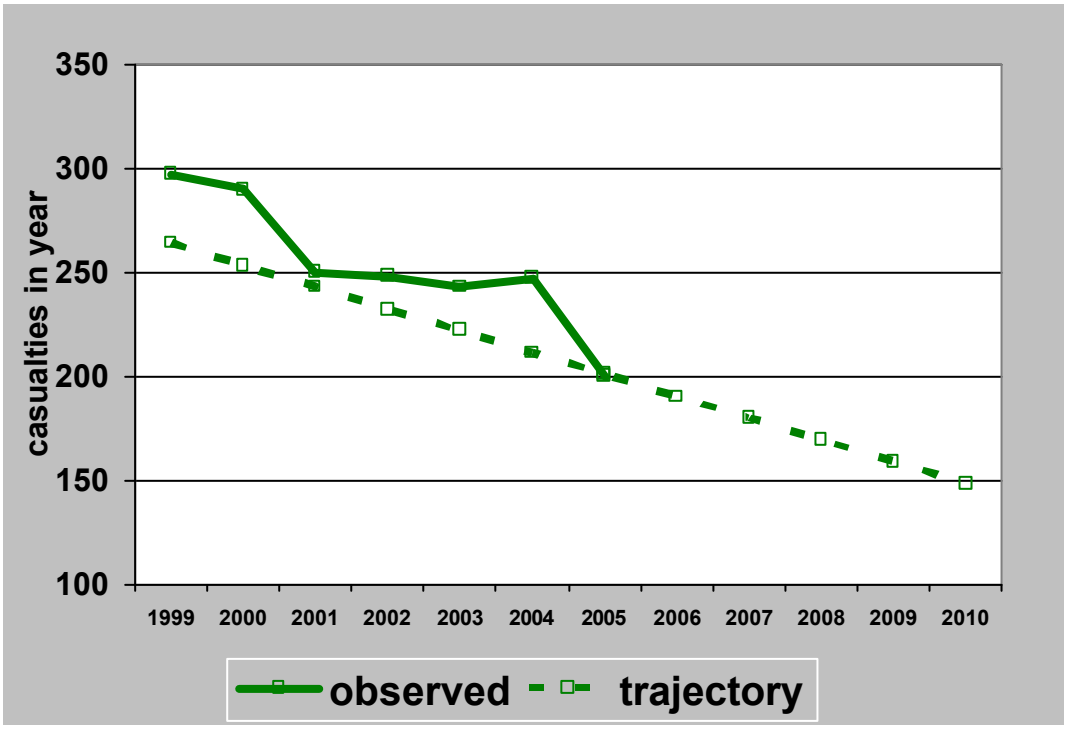
Monitoring Procedures - Analysis of Thames Valley Police accident records

Basis for target and trajectory – The reductions achieved to date on the total number of casualties amount to about a third; this is on track for a reduction of 50% by 2010 and this consequently has been set as the target for this Plan.

Baseline - Average number of pedestrian casualties between 1994-98 was 295.

Target –148 accidents per year by 2010.

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Concerns over the perceived negative perception of speed management measures resulting in curtailment or reversal of this work: Speed management (e.g. traffic calming, speed enforcement and new speed limits) have proved to be extremely effective in reducing the number and severity of injury accidents and is a particularly valuable tool when addressing the more dispersed accident problems now that a high proportion of the single site problems have been addressed.	Use all opportunities to explain the benefits of these measures and the physical and emotional consequences of road accidents and ensure that voice of those in support of such measures is heard
Increased levels of alcohol and drug abuse and other negative behaviours (e.g. sleep deficit problems) among younger road users have been implicated in part in what has been termed the 'core' number of fatal accidents (and presumably serious injury accidents).	Continued emphasis on education, training and publicity programmes; increased and targeted resources may be required if numbers of associated accidents increase.
Significant increase in the use of powered two wheel vehicles: the rapid decline in KSI's seen in particular through the 1980s / early 1990s is attributed to a considerable extent to the decline in ptw use; obviously if there is a reversal of this casualty numbers are almost certain to rise appreciably.	Ensure engineering and education resources are targeted to those locations where the latest 5-year accident history suggests it can produce most benefit.
In the longer term an ageing population would be expected to have potentially both higher accident involvement risks and (more definitely) higher susceptibility to more serious injury in the event of an accident.	Unlikely to be significant in the LTP2 period.

Local Indicator 3 : Road Safety – Cyclist Casualties

Objective: To reduce the number of cyclist casualties on Oxfordshire's roads

Key Actions – The analysis of accident records to identify locations with high numbers or rates of cyclist casualties and the development and implementation of cost effective measures to deal with identified problems; development and implementation of targeted programmes of education, training and publicity to alter behaviour of high risk groups; implementation of maintenance schemes where the condition of road is identified as a cause of accidents; speed management and enforcement programmes in partnership with Thames Valley Speed Partnership.

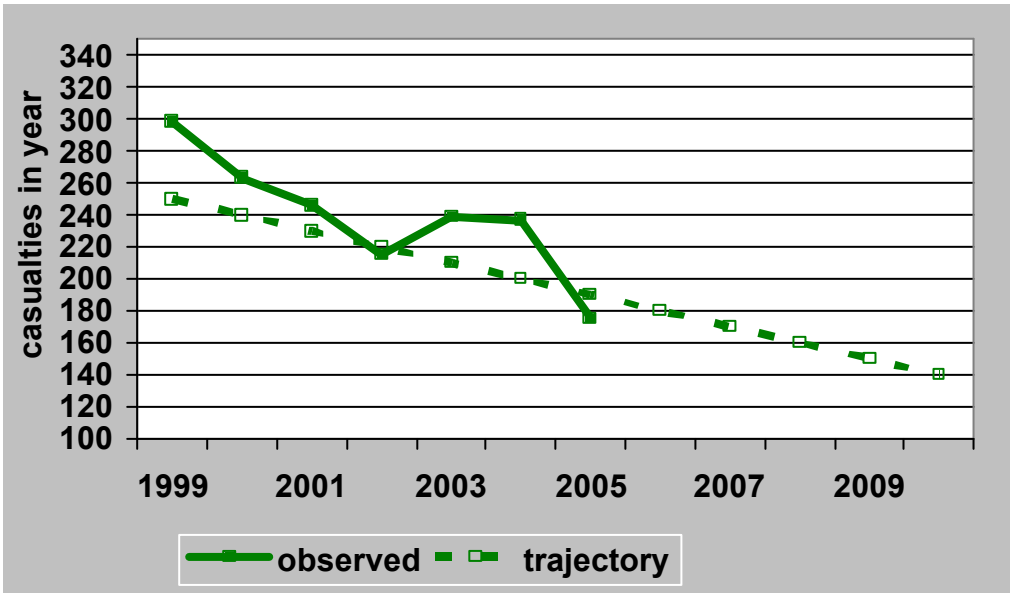
Monitoring Procedures - Analysis of Thames Valley Police accident records

Basis for target and trajectory –There has been a reduction in numbers of cyclist casualties in nearly every year since the casualty reduction target was set. The general reduction has been slightly less than that required for a 50% reduction by 2010, although there have been two occasions where the actual numbers in a year have been less than required for the target trajectory at this level to be met. Therefore it is considered that a 50% reduction target is appropriate for this indictor.

Baseline – 280 pedal cyclist injuries per year on average between 1994 and 1998

Target – 140 pedal cycle injuries in 2010

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

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Increased levels of alcohol and drug abuse and other negative behaviours (e.g. sleep deficit problems) among younger road users have been implicated in part in what has been termed the 'core' number of fatal accidents (and presumably serious injury accidents).	Continued emphasis on education, training and publicity programmes; increased and targeted resources may be required if numbers of associated accidents increase.
In the longer term an ageing population would be expected to have potentially both higher accident involvement risks and (more definitely) higher susceptibility to more serious injury in the event of an accident. however such changes are unlikely to be significant in the LTP2 period.	Unlikely to be significant in the LTP2 period.

Local Indicator 4 : Road Safety – Powered Two-Wheeler Casualties

Objective: To reduce the numbers of powered two wheeler user casualties on Oxfordshire's roads

Key Actions – The analysis of accident records to identify locations with high numbers or rates of casualties involving powered two-wheel vehicles and the development and implementation of cost effective measures to deal with identified problems; development and implementation of targeted programmes of education, training and publicity to alter behaviour of high risk groups; implementation of maintenance schemes where the condition of road is identified as a cause of accidents; speed management and enforcement programmes in partnership with Thames Valley Speed Partnership.

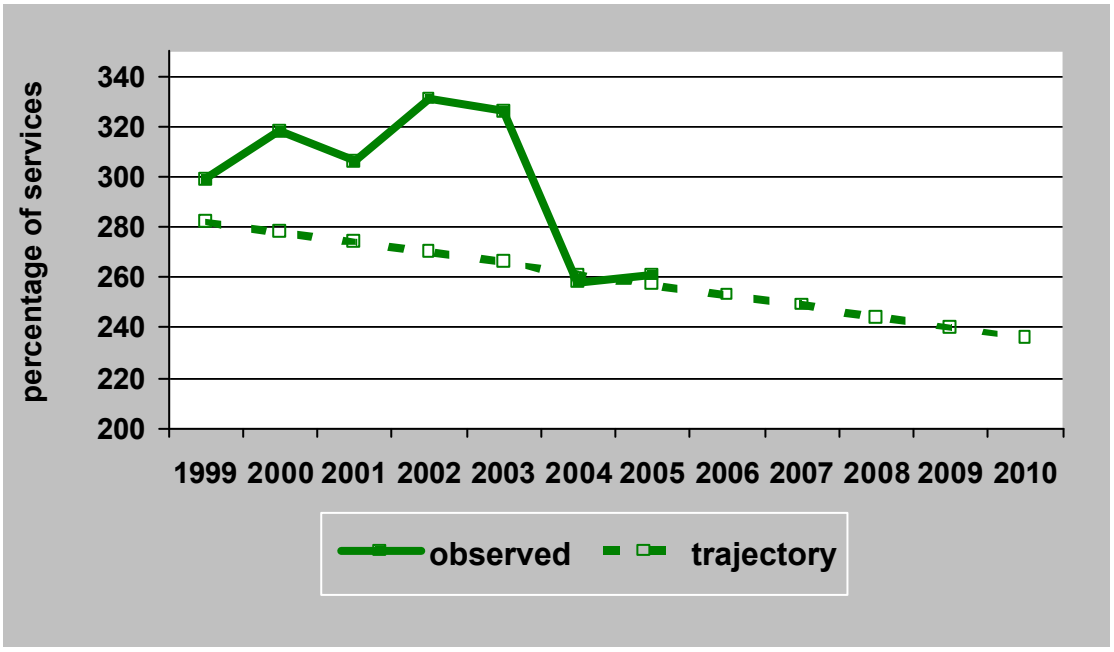
Monitoring Procedures - Analysis of Thames Valley Police accident records

Basis for target and trajectory –The levels of powered two wheeler casualties has been very irregular over the period since the setting of the casualty targets, and in the early 2000s were on an upward swing.. Current levels are on a trajectory that would result in a 20% reduction in accidents by 2010, and this is considered an appropriate target.

Baseline - 295 per year in 1994/98 period

Target – 236 in 2010 – a 20% reduction from baseline.

Trajectory -



Principal Risks to Meeting the Target and Risk Management Strategy

Significant increase in the use of powered two wheel vehicles: the rapid decline in KSI's in particular seen through the 1980s / early 1990s is attributed to a considerable extent to the decline in ptw use; obviously if there is a reversal of this casualty numbers are almost certain to rise appreciably.	Ensure engineering and education resources are targeted to those locations where the latest 5-year accident history suggests it can produce most benefit.
Concerns over the perceived negative perception of speed management measures resulting in curtailment or reversal of this work: Speed management (e.g. traffic calming, speed enforcement and new speed limits) have proved to be extremely effective in reducing the number and severity of injury accidents and is a particularly valuable tool when addressing the more dispersed accident problems now that a high proportion of the single site problems have been addressed.	Use all opportunities to explain the benefits of these measures and the physical and emotional consequences of road accidents and ensure that voice of those in support of such measures is heard
Increased levels of alcohol and drug abuse and other negative behaviours (e.g. sleep deficit problems) among younger road users have been implicated in part in what has been termed the 'core' number of fatal accidents (and presumably serious injury accidents).	Continued emphasis on education, training and publicity programmes; increased and targeted resources may be required if numbers of associated accidents increase.
In the longer term an ageing population would be expected to have potentially both higher accident involvement risks and (more definitely) higher susceptibility to more serious injury in the event of an accident. however such changes are unlikely to be significant in the LTP2 period.	Unlikely to be significant in the LTP2 period.

Local Indicator 5 : Road Safety – Wet Skid Accidents

Objective: To reduce the numbers of wet skid accidents on Oxfordshire's roads

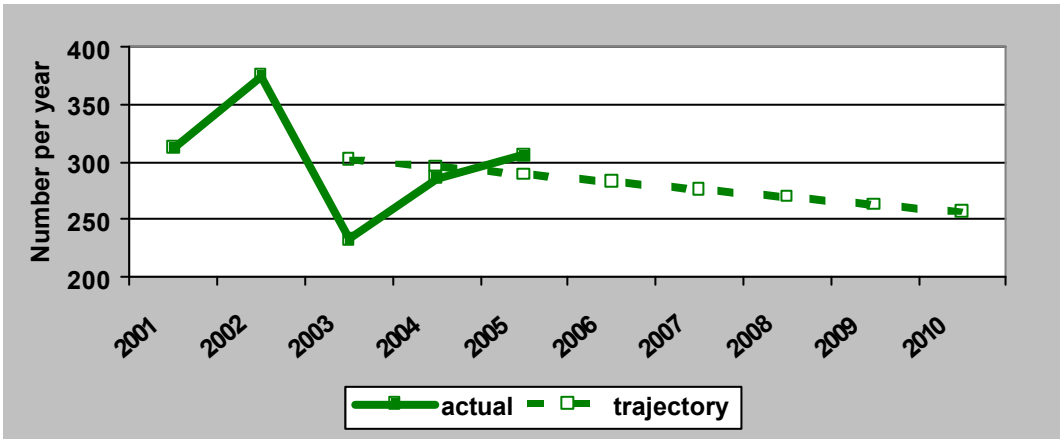
Key Actions – The analysis of accident records to identify locations with high numbers of wet skid accidents and the development and implementation of cost effective measures to deal with identified problems; implementation of maintenance schemes where the condition of road is identified as a cause of accidents; speed management and enforcement programmes in partnership with Thames Valley Speed Partnership.

Monitoring Procedures - Analysis of Thames Valley Police accident records

Basis for target and trajectory – The level of wet skid accidents is very irregular on a year by year basis. The average over the period from 2001 to 2006 was 302 but this has varied between 233 and 365. This irregularity is presumably related to weather conditions in those years.

Target – A target reduction of 15% has been set giving a target level of 257 by 2010. Monitoring of this indicator will need to take account of its inherent variability.

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Concerns over the perceived negative perception of speed management measures resulting in curtailment or reversal of this work: Speed management (e.g. traffic calming, speed enforcement and new speed limits) have proved to be extremely effective in reducing the number and severity of injury accidents and is a particularly valuable tool when addressing the more dispersed accident problems now that a high proportion of the single site problems have been addressed.	Use all opportunities to explain the benefits of these measures and the physical and emotional consequences of road accidents and ensure that voice of those in support of such measures is heard
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In the longer term an ageing population would be expected to have potentially both higher accident involvement risks and (more definitely) higher susceptibility to more serious injury in the event of an accident. however such changes are unlikely to be significant in the LTP2 period.	Unlikely to be significant in the LTP2 period.

Local Indicator 6 : Accessibility –

Schools with approved School Travel Plans

Objective: All schools to have an up-to-date, approved School Travel Plan by 2010

Key Actions – Development of approved School Travel Plans across schools in the county; development and implementation of a range of tailored on- and off- site measures to encourage non-car travel to school through the Better Ways to School programme.

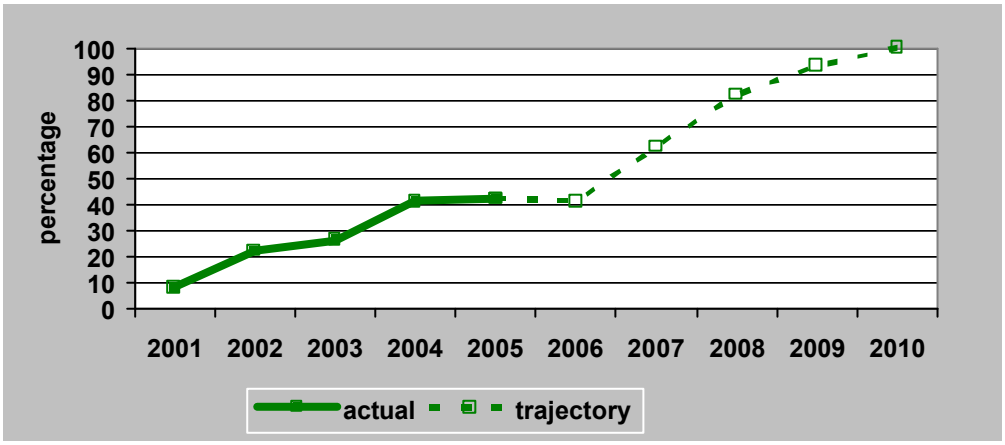
Monitoring Procedures - County Council Travel Plans database

Basis for target and trajectory – Review of Better Ways to School processes, team objectives and workload

Baseline - 42% in 2005

Target – 100% by 2010

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Capital budget of £1m per annum needs to be maintained (subject to government funding).	Need for budget to continue at this level. Seek value for money improvements on highway/on-site measures from 2006/7 to help us deliver more measures for more schools. Tactical use of the government's small capital grants scheme to ensure that BWTS funding is spent where it will be most effective.
Level of capital budget is insufficient to meet demand from schools generated by STP development. STP take-up tails off as schools are "turned off"	Consider need for budget to increase Seek value for money improvements on highway/on-site measures from 2006/7 to help us deliver more measures for more schools. Revised guidance and e-template for STP development will encourage schools to consider a broad range of actions (not just highway measures) and help them to show how taking these actions will generate modal shift or other benefits. Engage a range of delivery partners in the management and delivery of the school travel strategy
Recruitment of appropriately skilled and experienced staff (high cost of housing in Oxfordshire is a barrier to this) + funding to do so. The continuation of the government's revenue grant of £92K towards the costs of employing school travel advisers beyond 2007/08 is critical.	Re-structuring of Travel Plans Development Team and internal staff development. School Travel Strategy should help to raise the profile of the team's work and attract people to travel planning to future vacancies. Participation in a Workforce Planning pilot
Extended schools present a challenge as they will tend to fragment existing school travel patterns	Engagement of key partners through School Travel Strategy consultation and development Review of school development process will highlight to key stakeholders the issues and opportunities raised
Changes to government policy/legislation – especially with regard to school admissions policy and schools transport. Significant changes might force the Council to divert resources in order to counter a negative impact on car travel, and may be so significant that we would wish to renegotiate the target.	Engagement of key partners through consultation and development BV Review of the Council's funded transport services, including Schools Transport, to bring forward recommendations that should help the service to address the implications of these policy changes.
Resistance of a small group of schools to developing a school travel plan.	Team initiatives will promote travel plan development to all schools, and celebrate the achievements and benefits to those that have done so.

Local Indicator 7 : Accessibility –

Ease of Use of Public Rights of Way

Objective: To increase the amount of the public rights of way network which are easily accessible to all

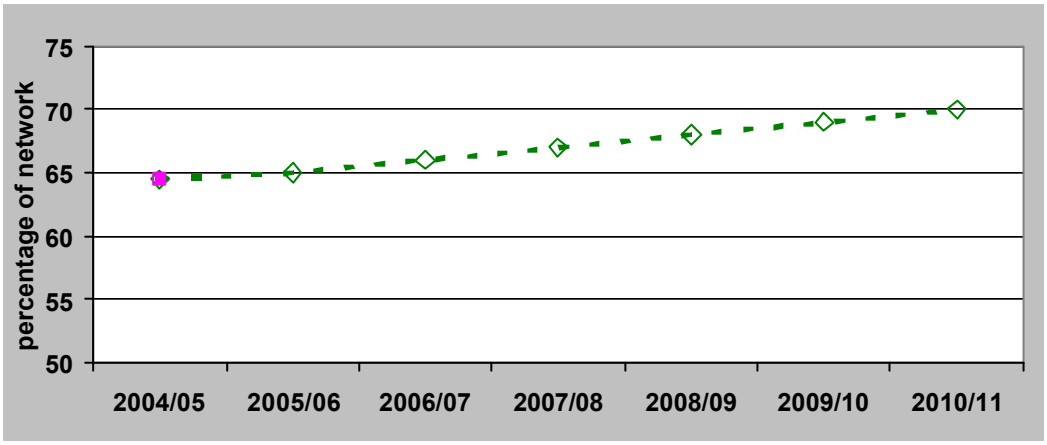
Key Actions – Omplementation of Rights of Way Improvement Plan

Monitoring Procedures - sample surveys of the rights of way network in each of 147 survey areas are selected on a random basis that equates each year to at least 2.5% of the total network length in that area. In 2004/05 this equated to 1167 path links surveyed, totalling 13.8% of the total network.

Basis for target and trajectory – target level based on implementation of Rights of Way Improvement Plan

Target – 70% of the network accessible by 2010

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Revenue budgets not sufficient to fully implement Rights of Way Improvement Plan	Need for revenue budget to be maintained. Further develop prioritisation of improvements in programme.
Inability to recruit/ retain staff necessary to develop network provision.	Appropriate recruitment and retention policies to be maintained and developed.

Local Indicator 8 : Accessibility – Pedestrian crossings with facilities for disabled people

Objective: To increase the number of controlled pedestrian crossings which are fully accessible to disabled persons.

Key Actions – Aids to Movement budget within Revenue Maintenance programme, inclusion of improvements within general schemes design and implementation; towns centre improvement schemes.

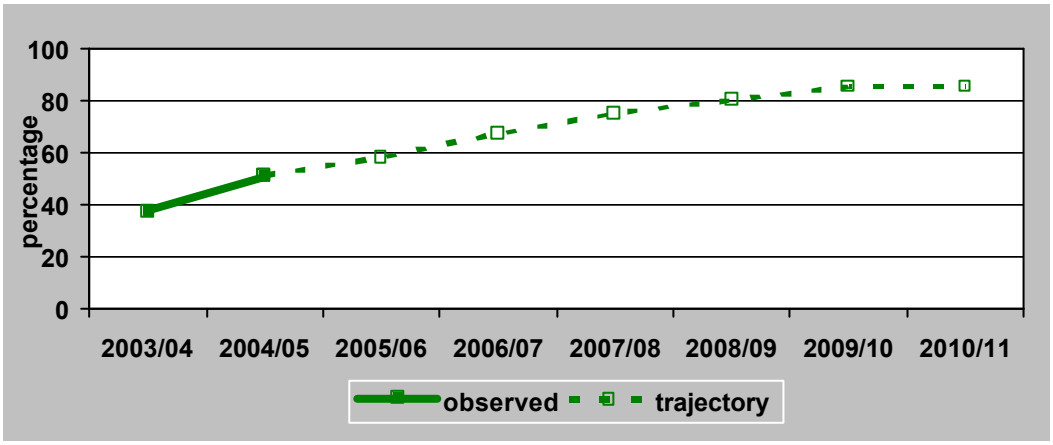
Monitoring Procedures - Annual inspection

Basis for target and trajectory – From the current levels the aim is to have all controlled crossings meeting the BV standard by 2010. This will require the continuation

Baseline – 37.2% were surveyed in 2003/04 and 50.9 in 2004/5

Target – to have all 85% of controlled crossings fully accessible to disabled persons by 2010.

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Revenue budgets not sufficient to implement all schemes necessary to meet target.	Need for revenue budget to be maintained.
Change in standard of provision required to meet BVPI indicator	Recalculate baseline and target figures according to new standard.

Local Indicator 9 : Accessibility –

Access by public transport to hospital

Objective: To reduce the number of households without reasonable access to town centres by public transport

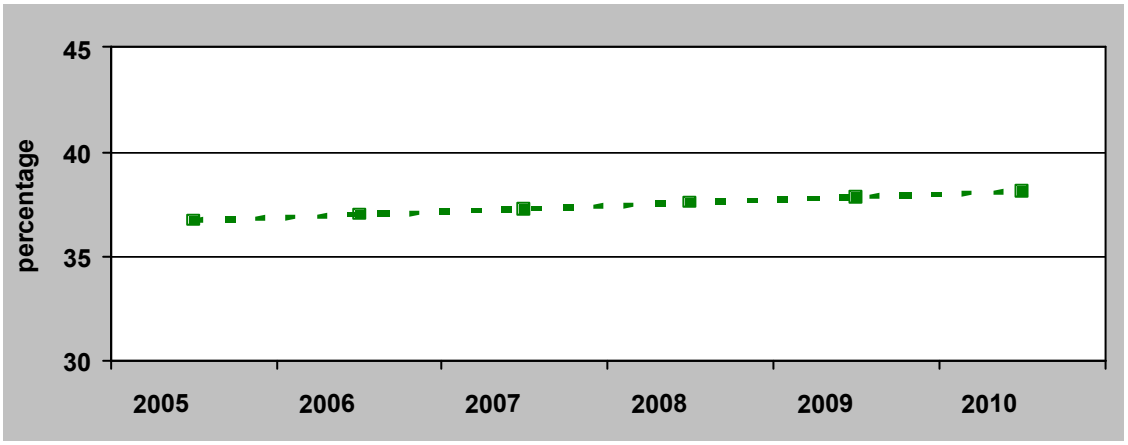
Key Actions – – Implementation of bus strategy (including subsidies for non-commercial services, implementation of premium route network, improved bus priority; rollout of real time bus information system); Local Accessibility Action Plans.

Monitoring Procedures - Figure to be re-calculated annually through *Accession*^{tm} based upon latest bus service details. If data of sufficiently good quality becomes available during the Plan period then population base for the calculation will also be revised.

Basis for target and trajectory – *Accession*^{tm} runs have been carried out for the base year (completed) and for 2010 based upon the expected changes in service patterns and standards expected to be delivered by the Bus Strategy by that date.

Target – to be set based upon *Accession*^{tm} runs taking into account the implementation of the Bus Strategy to 2010

Trajectory –



Principal Risks to Meeting the Target and Risk Management Strategy

Premium Routes programme not delivered	Improved programme and project management processes should reduce the likelihood of non-delivery.
Bus strategy not able to be delivered due to increased costs for continuing support of non-commercial services	Revise target figure to reflect changes in expected delivery
Local Accessibility Action Plans do not identify improvements that would improve *Accession*^{tm} statistics	*Accession*^{tm} assessment can only give a headline time-based figure for accessibility problems. The issues that are identified in Local Accessibility Action Plans may reveal that accessibility problems relate to issues other than time issues. More locally specific indicators will be identified as part of each Action Plan and, together with the *Accession*^{tm} statistics, help to give a more rounded picture of changes in accessibility in the county.

Local Indicator 10 : Streetscapes – Quality of the street environment

Objective: To improve the perception of the condition and quality of the street environment in the county's main towns.

Key Actions – Town centre improvement schemes planned for Oxford, Abingdon, Henley, Chipping Norton and Wallingford as part of the County Council's programme; environmental improvement measures for Didcot, Wantage and Bicester planned by other councils.

Monitoring Procedures – The following question is to be added to County Council's Citizens' Panel survey (c. 3000 members) each spring asking for people to judge, in a number of specific aspects and overall, the quality of the streetscape in the town that they visit most often:

1. Which of Oxfordshire's centres do you visit most often ?

2. How would you rate the quality of the street environment in the centre you visit most often in terms of the factors listed below? Please circle the rating which most accurately reflects you view.
   - Street layout
   - Physical appearance of street
   - Safety in terms of traffic danger
   - Safety in terms of crime
   - Noise and pollution
   - Ease of pedestrian crossings
   - Overall

3. How would you rate the quality of the street environment in the centre you visit most often overall, taking into account your answers to the above?

Basis for target and trajectory – The baseline for this indicator will be available in late spring 2006 based on a survey to be conducted in March 2006. A trajectory for improvement will be set based on an analysis of the results of this survey, particularly with regard to the opinions expressed in those areas where improvements are proposed. Relatively little is known about the relationship between improvements of this type and opinions, or of the stability of indicators such as this over time, and consequently it may be that a range of possible change trajectories may be appropriate to be set.

Programme Appraisal

The following assessment of the impacts of the programme has been carried out in accordance with the guidance in the New Approach to Appraisal but, bearing in mind the limited level of detail known on many of the schemes within the programme, has been carried out on a broad brush, qualitative basis.

Problem in the base year:

- Traffic volumes and speeds, causing accidents and fear of accidents particularly for vulnerable road users (e.g. children);
- Actual or perceived deficiencies in public transport, walking and cycling conditions, resulting in absence of choice for all users and social exclusion for those with restricted access to cars (particularly those in rural areas);
- Deteriorating access generally to town centres due to congestion;
- Congestion also on inter-urban routes, causing delays to drivers and/or rat-running on rural lanes, which in turn adds to danger for pedestrians and cyclists;
- Air pollution and noise, especially in urban areas, together with their adverse consequences (particularly for human health);
- Rising greenhouse gas emissions;
- Poor state of maintenance of parts of highway network.

The do-minimum transport system and forecasting assumptions:

- Traffic levels would grow in line with the DETR central traffic forecast from the National Road Traffic Forecast 1997, adjusted for up to date local housing projections;
- Necessary principal road network maintenance would continue, and revenue expenditure on non-principal road maintenance and public transport subsidy would be maintained at current levels;
- Development would continue in line with development plan projections, together with provision of associated developer-funded infrastructure;
- There would be increasing competition on intra- and interurban bus services, but other non-subsidised services would decline, leading to reduced viability (and hence usage) of the bus network generally;
- There are no ongoing or committed schemes with committed LTP funding, hence none would be progressed in the "do-minimum" scenario.

The problems in the forecast on the do-minimum transport system:

- Continued growth in traffic volumes, congestion and delays, particularly on the county strategic network and other inter-urban routes (e.g. A40 Oxford-Witney, A420 Oxford-Swindon, A338 between Wantage and A420); growth of rat running to avoid congestion hot spots; increasing severance, danger and fear of danger on these routes;
- Traffic volumes on intra-urban routes, causing pollution, congestion and danger to vulnerable road users, with adverse impacts on local

environmental quality, road safety, conditions for vulnerable road users, and the vitality and viability of town centres;
- Increasing number of accidents across the county at remaining accident black spots;
- Increasing use of car for journeys to school and work;
- Decline of subsidised bus services, leading to increasing social exclusion, and undermining the viability of bus services more generally as bus patronage falls overall;
- Decline of the standard of the non-principal road network, increasing number of failed roads. Increasing accidents due to falling maintenance standards. Decline in access to some rural areas due to the need to impose structural restrictions on some bridges.

Changes in the forecast do-minimum problems which would be brought about by the proposal

- Growth in traffic volumes and speeds is reduced, especially on the major inter urban networks; rat running through rural areas largely mitigated through rural strategy measures; decreasing severance, danger and fear on these routes;
- Increasing attractiveness, vitality and viability of town centres as Integrated Transport Strategies are developed;
- Improving social inclusion as subsidised bus services are maintained and new schemes are developed; competition and virtuous circle of bus use improves existing operator-led services across the county;
- Principal and non-principal road network maintenance is improved;
- Decline in the number and severity of road accidents, particularly for children and vulnerable road users;
- Increasing use of non-car modes for journeys to school and work;
- Improved structural condition of highway network – some structural restrictions lifted.

Impacts of the Programme

Positive Effects

A significant majority of the impacts of the LTP are positive. The Government's sub-objectives which benefit most strongly are those relating to: greenhouse gases, townscape, heritage of historic resources, journey ambience, accidents, reliability, wider economic impacts, option values, access to the transport system, transport interchange and the support of land-use and other government policies. Smaller benefits are also seen in connection with the sub-objectives for noise, local air quality, biodiversity, physical fitness, security and community severance.

Negligible and Negative Effects

The water environment and landscape are both negligibly affected by the LTP. Transport economic efficiency is the one sub-objective for which the LTP overall has an overall negative impact, since the LTP involves significant costs

to the public sector on measures which are justified by their effectiveness in reducing accidents, fear of accidents, pollution, noise and other "external" costs of transport activities.

Appraisal Summary Tables for Central Government Objectives (CG AST)

The following pages present Appraisal Summary Tables which assess the LTP and its constituent programmes against the central government transport objectives and sub-objectives defined in the New Approach to Transport Assessment (NATA). The assessment of all indicators has been made on a five point score, as shown in the following table (a "#" symbol indicates that the overall score is an aggregate score of some positive and some negative elements):

+2	Positive
+1#	Positive overall (but with some small negative impacts)
+1	Some positive
0	Negligible
0#	Equally balanced positive and negative effects
-1	Some negative
-1#	Negative overall (but with some small positive impacts)
-2	Negative

Description: Network Development			
OBJECTIVE	**SUB-OBJECTIVE**	**QUALITATIVE IMPACTS**	**SCORE**
ENVIRONMENT	Noise	Negligible.	0
	Local Air Quality	Specific schemes aimed at AQMAs to improve local air quality. General schemes to reduce congestion and to increase modal shift.	+2
	Greenhouse Gases	Some schemes will reduce vehicle mileage, others may induce additional traffic.	0#
	Landscape	Generally negligible, but some intrusion into the Green Belt.	-1
	Townscape	Town centre schemes have direct benefits. Park and Ride will reduce intrusion in Oxford City.	+2
	Heritage of Historic Resources	Reduce vehicle intrusion in conservation areas.	+1
	Biodiversity	Negligible.	0
	Water Environment	Negligible.	0
	Physical Fitness	Negligible.	0
	Journey Ambience	Interchange facilities will improve journeys for Park and Ride users, schemes to reduce congestion will improve the situation for car users.	+2
SAFETY	Accidents	Major benefits at Green Road Roundabout, other safety benefits from modal shift.	+2
	Security	Providing a proper terminal at Thornhill Park and Ride site.	+1
ECONOMY	Transport Economic Efficiency	Town centre schemes may involve reduction in vehicle speeds and therefore higher time and fuel costs. However congestion reducing schemes will improve efficiency of the traffic network.	+1#
	Reliability	Reduce congestion will reduce unpredictable delays.	+2
	Wider Economic Impacts	Reduction in both congestion and environmental impacts of traffic will improve local viability.	+2

ACCESSIBILITY	Option Values	Park and Ride improvements, Green Road Roundabout and Eynsham lights aimed at making public transport more attractive.	+1
	Severance	Likely to be some minor benefits from the TNR Routeing Measures.	+1
	Access to the Transport System	Park and Ride improvements will directly improve access to the transport system	+2
INTEGRATION	Transport Interchange	Park and Ride improvements at Thornhill will improve interchange.	+1
	Land-Use Policy	Green Road Roundabout; North of Oxford and Oxford Southern Approach all are aimed at improving access to Oxford which is seen as essential in maintaining the City's role as a transport hub as stated in the regional and spatial strategies.	+2
	Other Government Policies	Contributing to the National Air Quality Strategy.	+1

Description: Road Safety			
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	SCORE
ENVIRONMENT	Noise	Negligible.	0
	Local Air Quality	Negligible.	0
	Greenhouse Gases	Negligible.	0
	Landscape	Negligible.	0
	Townscape	Schemes will have due regard to the local built environment.	0#
	Heritage of Historic Resources	Schemes will have due regard to areas or buildings of historic value.	0#
	Biodiversity	Negligible.	0
	Water Environment		0
	Physical Fitness	Reduced casualty numbers will have direct benefits for health and physical fitness	+1
	Journey Ambience	Reducing fear of accidents to vulnerable road users.	+1
SAFETY	Accidents	Road safety measures aimed at reducing road accidents across the County	+2
	Security	Security benefits from speed reducing measures.	+1
ECONOMY	Transport Economic Efficiency	Casualty reduction schemes generally have very high rate of return and the costs are far outweighed by reduced casualty costs	+1#
	Reliability	Preventing accidents will also reduce the delays which occur following an accident	+1
	Wider Economic Impacts	Negligible.	0

ACCESSIBILITY	Option Values	Improving safety on some routes may enhance attractiveness of non-car transport options on those routes.	+1
	Severance	Negligible.	0
	Access to the Transport System	Negligible.	0
INTEGRATION	Transport Interchange	Negligible.	0
	Land-Use Policy	Negligible.	0
	Other Government Policies	National Road Safety Strategy and National Health Strategies.	+2

Description: Oxford Transport Strategy			
OBJECTIVE	**SUB-OBJECTIVE**	**QUALITATIVE IMPACTS**	**SCORE**
ENVIRONMENT	Noise	Reduced traffic levels in city centre, together with increased use of sustainable transport modes, will reduce noise impacts. Some routes may experience a slight noise increase due to re-routeing of traffic, but this will generally be in locations where fewer people are exposed to the noise.	+1#
	Local Air Quality	Central AQAP and High Street improvements will reduce pollution and other pollutants emissions and levels with the resulting lower exposure and adverse effects	+2
	Greenhouse Gases	Reduction of private vehicle mileage, alongside increasing use of sustainable transport modes is likely to reduce greenhouse gas emission levels.	+2
	Landscape	Negligible.	0
	Townscape	The OTS programme will help to reduce demand for road and parking space in town centres, creating opportunities for environmental enhancement.	+2
	Heritage of Historic Resources	The design of OTS measures will take account of historic buildings and conservation areas where appropriate, and will generally contribute to their setting by reducing traffic volumes and speeds and parking demand, thus improving local environmental quality.	+2
	Biodiversity	Negligible.	0
	Water Environment	Negligible.	0
	Physical Fitness	Increasing use of cycling and walking will result in increased fitness for users.	+1
	Journey Ambience	Priority systems for sustainable modes, improvements to public transport (including interchanges and vehicles as well as services) and reduced congestion will result in improved traveller care and reduced frustration.	+1#

SAFETY	Accidents	Lower traffic volumes and speeds will reduce the risk of accidents, particularly for vulnerable road users.	+2
	Security	Security for travellers will be improved as a result of increased patronage of public transport services and improved interchange facilities. Increased pedestrian and cycle activity will add to informal surveillance.	+1
ECONOMY	Transport Economic Efficiency	The OTS programme will trigger modal shift, which will result in net user benefits. These will be primarily for people switching to public transport; people switching to walk and cycle (e.g. as a result of reduced danger or perceived danger) will also gain from cost savings. Increased public transport usage will produce net benefits for operators. There will be public sector costs, but there will also be significant developer funding (outside the scope of TEE assessment). There will be increased delays for some travellers, but reduced journey times for others, notably bus and taxi passengers (pedestrians and cyclists may also encounter reduced delays).	+1#
	Reliability	Bus and taxi passengers will benefit from more reliable journey times, due to the provision of priority routes and other infrastructure. Essential car and freight users will also benefit from reduced unpredictability due to congestion.	+2
	Wider Economic Impacts	Improvements to the city centre alongside improving the environment of city generally are likely to improve economic viability for the city as a whole.	+1

ACCESSIBILITY	Option Values	A key part of all strategies is to increase the options available for all travellers. By increasing the accessibility, facilities and interchange for sustainable modes across the town, option values will be significantly increased.	+2
	Severance	Reduced traffic volumes and speeds, together with improved crossing facilities for pedestrians and cyclists will reduce the level of severance in the city. A few locations may experience increased severance due to re-routeing unless mitigating measures are provided – in any case, traffic will generally be transferred to routes where fewer people will be affected by the resulting severance.	+1#
	Access to the Transport System	Public transport improvements will increase access to the transport system, particularly for those whose access to a car is limited for financial, physical or other reasons. Improved conditions for walking and cycling will have similar benefits, both by enabling people to use these modes to gain access to the public transport network, and to use them as modes in their own right.	+2
INTEGRATION	Transport Interchange	Negligible.	0
	Land-Use Policy	Strategy will be co-ordinated with local developments, in particular London Road Corridor Scheme and controlled parking zones with major developments in the Headington area.	+2
	Other Government Policies	Contributing to the National Air Quality Strategy and the Regional Spatial Strategy.	+1

Description: Towns Programme			
OBJECTIVE	**SUB-OBJECTIVE**	**QUALITATIVE IMPACTS**	**SCORE**
ENVIRONMENT	Noise	Reduced traffic levels in town centres, together with increased use of sustainable transport modes, will reduce noise impacts in urban areas. Some routes may experience a slight noise increase due to re-routeing of traffic, but this will generally be in locations where fewer people are exposed to the noise.	+1#
	Local Air Quality	Measures in Action Plans for designated AQMAs, will reduce pollutant emissions and levels, with less resulting exposure to air pollution and its adverse impacts (notably for human health). Some routes may experience slight increases in pollution levels due to re-routeing of traffic, but this will generally be in locations where fewer people are exposed to the pollution.	+2
	Greenhouse Gases	Reduction of private vehicle mileage, alongside increasing use of sustainable transport modes is likely to reduce greenhouse gas emission levels.	+2
	Landscape	Negligible.	0
	Townscape	The ITS programme may reduce demand for road and parking spaces in town centres, creating opportunities for environmental enhancement.	+1
	Heritage of Historic Resources	The design of measures will take account of historic buildings and conservation areas where appropriate, and will generally contribute to their setting by reducing traffic volumes and speeds and parking demand, thus improving local environmental quality.	+2
	Biodiversity	Negligible.	0
	Water Environment	Negligible.	0
	Physical Fitness	Increasing use of cycling and walking will result in increased fitness for users.	+1
	Journey Ambience	Priority systems for sustainable modes, improvements to public transport (including interchanges and vehicles as well as services) and reduced congestion will result in improved traveller care and reduced frustration.	+1

SAFETY	Accidents	Lower traffic volumes and speeds will reduce the risk of accidents, particularly for vulnerable road users.	+2
	Security	Security for travellers will be improved as a result of increased patronage of public transport services and improved interchange facilities. Increased pedestrian and cycle activity will add to informal surveillance.	+1
ECONOMY	Transport Economic Efficiency	The programme will trigger modal shift, which will result in net user benefits. These will be primarily for people switching to public transport; people switching to walk and cycle (e.g. as a result of reduced danger or perceived danger) will also gain from cost savings. Increased public transport usage will produce net benefits for operators. There will be public sector costs, but there will also be significant developer funding (outside the scope of TEE assessment). There will be increased delays for some travellers, but reduced journey times for others, notably bus and taxi passengers (pedestrians and cyclists may also encounter reduced delays).	+1#
	Reliability	Bus and taxi passengers will benefit from more reliable journey times, due to the provision of priority routes and other infrastructure. Essential car and freight users will also benefit from reduced unpredictability due to congestion.	+2
	Wider Economic Impacts	The programme will support continued development within the urban areas of the County. Improvements in the town centres alongside improving the environment of towns generally are likely to improve economic viability for the towns as a whole.	+1

ACCESSIBILITY	Option Values	A key part of all strategies is to increase the options available for all travellers. By increasing the accessibility, facilities and interchange for sustainable modes across the town, option values will be significantly increased.	+2
	Severance	Reduced traffic volumes and speeds, together with improved crossing facilities for pedestrians and cyclists will reduce the level of severance in the city. A few locations may experience increased severance due to re-routeing unless mitigating measures are provided – in any case, traffic will generally be transferred to routes where fewer people will be affected by the resulting severance.	+1#
	Access to the Transport System	Public transport improvements will increase access to the transport system, particularly for those whose access to a car is limited for financial, physical or other reasons. Improved conditions for walking and cycling will have similar benefits, both by enabling people to use these modes to gain access to the public transport network, and to use them as modes in their own right.	+2
INTEGRATION	Transport Interchange	Opportunities for improved interchange will be included in programmes where appropriate.	0
	Land-Use Policy	Strategies will be developed in conjunction with the development plans for the different areas. All strategies are compliant with national, regional and local land use planning frameworks. Programme contributes to the Structure Plan policy of concentrating development in town centres in order to reduce demand for travel.	+2
	Other Government Policies	Contributing to the National Air Quality Strategy.	+1

Description: Cogges Link Road			
OBJECTIVE	**SUB-OBJECTIVE**	**QUALITATIVE IMPACTS**	**SCORE**
ENVIRONMENT	Noise	Removal of town centre traffic reduces levels of noise pollution in town centres but new noise source in the vicinity of Cogges area of Witney	+1#
	Local Air Quality	Link Road passes the residential estates of Cogges resulting in slight deterioration air quality, but removal of traffic from town centres will have significant impact on pollution levels in designated AQMAs .	+2#
	Greenhouse Gases	Considerable increase in $C0_2$ emissions as new length of carriageway added to road network	
	Landscape	Adverse impacts on river floodplain and adjacent housing.	-1
	Townscape	Slight adverse impacts at junctions either end of scheme, but benefits due to reduced traffic in conservation area.	0#
	Heritage of Historic Resources	Slight adverse impacts on Scheduled Ancient monuments, but benefits due to reduced traffic in conservation area	0#
	Biodiversity	Some loss of habitats	-1
	Water Environment	New river crossing affects amenity of river side paths. Impacts on floodplain mitigated	-1
	Physical Fitness	Negligible.	0
	Journey Ambience	Improvements due to less traffic and reduced delays and congestion in town centre	+1
SAFETY	Accidents	Lower traffic volumes and speeds will reduce the risk of accidents, particularly for vulnerable road users.	+2
	Security	Negligible.	0

ECONOMY	Transport Economic Efficiency		
	Reliability	Reduction in delays for all traffic, especially buses.	+1
	Wider Economic Impacts	Negligible.	0
ACCESSIBILITY	Option Values	Negligible.	0
	Severance	Reduction in severance in town centre due to reduced traffic levels	+1
	Access to the Transport System	Negligible.	0
INTEGRATION	Transport Interchange	Negligible.	0
	Land-Use Policy	The scheme will improve access to/from new housing areas in north and west Witney, which have contributed to the cost of its construction, and as such is important for the creation of a balanced town as part of the Central Oxfordshire Sub-Region.	+2
	Other Government Policies	Negligible.	0

Description: Public Transport			
OBJECTIVE	**SUB-OBJECTIVE**	**QUALITATIVE IMPACTS**	**SCORE**
ENVIRONMENT	Noise	Provision of bus or other public transport facilities may increase periodic noise but will reduce the general background of traffic noise	0
	Local Air Quality	Reduction in the number of private cars through modal shift should lead to improvements in air quality and reductions in adverse impacts of pollution. Bus services may produce increased local emissions of some pollutants, although this is outweighed by the overall reduction in emissions due to reduced car use.	0
	Greenhouse Gases	Modal shift to public transport reduces the use of private cars, thus contributing to reduced greenhouse emissions.	0
	Landscape	Negligible.	0
	Townscape	Increases in the use of public transport will reduce the demand for road and parking space in urban centres, creating opportunities for environmental enhancement.	0#
	Heritage of Historic Resources	Public Transport schemes affecting urban centres with historic buildings or Conservation Areas will contribute to reduced traffic volumes, speeds and parking demand, thus improving local environmental quality.	0#
	Biodiversity	Increased use of Public Transport services running through rural areas will reduce the use of private cars, and hence the impacts of traffic noise on habitats and the risks of animals being hit by cars.	0
	Water Environment	Negligible.	0
	Physical Fitness	Negligible.	0
	Journey Ambience	Negligible.	0
SAFETY	Accidents	Lower traffic volumes and speeds will reduce the risk of accidents, particularly for vulnerable road users.	+2
	Security	Improved passenger conditions at interchanges and on board buses will increase security.	+1

ECONOMY	Transport Economic Efficiency	Public Transport programme will provide user with particular benefits as a result of reduced delay costs on the road network, and modal switching. Public transport schemes will have net benefits to the operator and in some cases, subsidy costs to the public sector.	+1#
	Reliability	Reduction of unpredictable delays on road network will lead to improvements of public transport journey times	+1
	Wider Economic Impacts	Negligible.	0
ACCESSIBILITY	Option Values	Premium routes improvements will provide a better choice for travellers along the busiest travel corridors	+1
	Severance	Negligible.	0
	Access to the Transport System	Public transport schemes will improve access to transport directly.	0
INTEGRATION	Transport Interchange	Park and Ride improvements at Thornhill will improve interchange.	0
	Land-Use Policy	More public transport usage is in line with County Council structure Plan Policies. Aim of improving access by public transport to Oxford is seen as essential in maintaining the City's role as a transport hub as stated in the regional and spatial strategies.	0
	Other Government Policies	Rural economy will benefit from improved public transport connections to nearby towns and the wider transport network.	+2

Description : Smarter Choices			
OBJECTIVE	**SUB-OBJECTIVE**	**QUALITATIVE IMPACTS**	**SCORE**
ENVIRONMENT	Noise	Negligible.	0
	Local Air Quality	Negligible.	0
	Greenhouse Gases	Some reduction in the use of the private car, should lead to reduced overall mileage and therefore greenhouse gas production.	+1
	Landscape	Negligible.	0
	Townscape	Negligible.	0
	Heritage of Historic Resources	Negligible.	0
	Biodiversity	Negligible.	0
	Water Environment	Negligible.	0
	Physical Fitness	Encouraged promotion of walking and cycling to school leading to improved physical fitness	+2
	Journey Ambience	Increased sociability of travel to school though different iniatives	+2
SAFETY	Accidents	Negligible.	0
	Security	Some Better Ways to School schemes will lead to increased supervision of journeys to school and this should lead to greater security.	+1
ECONOMY	Transport Economic Efficiency	Indirectly, improve transport efficiency by reducing private car trips in peak hours and consequent congestion.	+1
	Reliability	Increased journey reliability through reduced congestion around schemes.	+1
	Wider Economic Impacts	Negligible.	0

ACCESSIBILITY	Option Values	Making other alternative modes more attractive is central aim of programme.	+1
	Severance	Local benefits in the vicinity of schools through reduction in school run traffic and vehicle speeds.	+1
	Access to the Transport System	Provision of cycle infrastructure at schools make the use of cycling more attractive and so increase access.	+1
INTEGRATION	Transport Interchange	Negligible.	0
	Land-Use Policy	Negligible.	0
	Other Government Policies	Child fitness in line with NHS policies on improving the health of the nation, and education choices policies of increasing physical activity for school children.	+1

Description: Structural Maintenance			
OBJECTIVE	**SUB-OBJECTIVE**	**QUALITATIVE IMPACTS**	SCORE
ENVIRONMENT	Noise	Where possible low noise surfacing will be used in planned maintenance schemes.	+1
	Local Air Quality	Negligible.	0
	Greenhouse Gases	Negligible.	0
	Landscape	Negligible.	0
	Townscape	The choice of surface type and quality used for structural maintenance schemes will have due regard to their impact on the character of the urban environment, particularly in areas or near buildings which are officially designated.	+1
	Heritage of Historic Resources	The choice of surface type and quality used for structural maintenance schemes in the vicinity of historic buildings will have due regard to the impact on their setting, particularly where the buildings concerned are officially designated. The Council has many listed and scheduled bridges that require maintenance in order to cope with present day traffic.	+1
	Biodiversity	Negligible.	0
	Water Environment	Negligible.	0
	Physical Fitness	Improvements and upkeep to surface quality and standards will increase the attractiveness of routes for walking and cycling.	+1
	Journey Ambience	Improved and upkeep to surface quality and standards will increase journey ambience for all road and footpath users.	+2
SAFETY	Accidents	Improvement to the surface quality, and particularly skid resistance of roads, will contribute to the overall aim of reducing road traffic accidents.	+2
	Security	Negligible.	0

ECONOMY	Transport Economic Efficiency	Maintaining the asset value of the Council's highway infrastructure reduces the long-term cost of performing this statutory duty, as well as reducing the Council's liability to damage claims. Delay costs to users are reduced by planned, timely maintenance (as compared with emergency maintenance) since the delays can be more effectively managed.	+2
	Reliability	Planned maintenance work will cause unexpected delays to some travellers, but these are less than those which would arise from emergency maintenance, because they can be more effectively managed.	+1
	Wider Economic Impacts	Negligible.	0
ACCESSIBILITY	Option Values	The maintenance of the highway and bridge network results improves journeys by all modes of transport. As such option values are increased as attractive alternatives are available.	+1
	Severance	Negligible.	0
	Access to the Transport System	Negligible.	0
INTEGRATION	Transport Interchange	Negligible.	0
	Land-Use Policy	Negligible.	0
	Other Government Policies	Negligible.	0