

## **Oxfordshire Partnership Meeting – 26 November 2008**

### **Local Transport Plan 2008 Progress Report**

#### **Introduction**

The Oxfordshire Local Transport Plan (LTP) provides the background for transport investment in the county for the period 2006/07 to 2010/11. It sets out the objectives against which the programme of schemes to be built are selected and the targets against which progress toward these objectives can be judged.

The government has required the County Council, along with all other LTP authorities, to produce a progress report this year. This sets out the progress that has been made to date on implementing the plan and any changes that need to be made to the programme to meet new or amended local priorities. A draft report has been submitted to government and comments from them on this have been received. Before a final report is agreed the county Council would welcome the views of the Community Partnership.

The LTP was developed around 4 nationally agreed objectives (tackling congestion, delivering accessibility, safer roads, better air quality) and an additional local objectives of improving the street environment. Similarly, 18 core targets were set by government to monitor progress on the Plan, to which 9 local indicators were added. In addition the LTP also covers highway maintenance and asset management.

#### **Progress on Targets**

Overall the Progress Report shows that we are on track to meet 11 of the core targets and 5 of the local indicators. These are dealt with in turn below.

##### **(i) Core targets**

Countywide Traffic Flows – while traffic levels have increased this has been at a slower rate than the target, which in turn was half that predicted based on population growth – on track

Journeys into Oxford City Centre – this has reduced compared with a target of no increase. This is probably a combination of the bus gate enforcement and city centre roadworks – on track

Bus punctuality – four indicators are defined for this. This has got worse for three of these indicators, although there was improvement seen between 2006/07 and 2007/08. This poor performance is probably due to roadworks in Oxford city centre and on a number of main bus routes.

Access to town centres – there has been a marginal reduction in this against a target of a small improvement set against a high base level. Not on track (this indicator is to be replaced by a more refined LAA target)

Bus Patronage – this has increased above the levels set for our target; Oxfordshire remains the English shire county with the highest bus use per head – on target

Cycling levels – this increased in 2006/07 over the previous year although there are some doubts about the stability of the index – on track

Car journeys to school – Oxfordshire has one of the lowest levels of pupils being driven to school in the country but this increased in 2007/08 and is not on track. A new target level has been set as part of the Local Area Agreement.

Bus satisfaction – no data is available yet

Road safety – the significant improvement in the total numbers of people killed or seriously injured on the roads in recent years has reversed and this indicator is not on track. The targets of child casualties and slight injuries remain on track.

Air Quality - r quality in Oxford city centred over the past two years but remains above the objective level, targets have also been set for Henley and other air quality management areas are due to set targets next year.

Highway Maintenance – changes to the methods used to measure make comparisons difficult but there appears to have been an improvement in road condition across all classes of road over the last three to four years.

#### (ii) Local Indicators

Access to hospitals – the data is questionable but suggests is not on track for improvement. A new baseline and target is to be set using the improved model developed for the LAA accessibility target.

School Travel Plans – the County Council is ahead of schedule for having all schools in the county with an approved and up to date travel plan in place.

Rights of way – the improvements that have been gained for improving the condition of rights of way have been greater than our target trajectory.

Pedestrian crossings – progress on providing facilities for disabled persons at pedestrian crossings has been faster than our target to date, although it is acknowledged that further improvement will become progressively more difficult.

Road safety - the numbers of pedestrian, cyclist and motorcyclist casualties have all got worse in the last couple of years. It is unclear if, or to what extent, this can be attributed to increased levels of walking or cycling in recent years. The number of wet skid accidents has reduced significantly and is below our 2010 target.

Street environment – surveys showed a slight improvement in people’s perception of the quality of the street environment in Oxfordshire’s towns.

### **Future Programme**

The County Council’s funding position means that it will not be able to take up all of the allocations that were set out in the original LTP. The increased use of developer contributions has meant that reductions in the programme have been minimised. The provisional programme for 2008/09 to 2010/11 totals nearly £40 million, excluding highway maintenance. Major schemes in the programme for these three years include the currently under construction Summertown and Henley town centre schemes, the London Road Improvement and Cogges Link Road in Witney. Stage 1 of the recently announced Transform Oxford project (including an interim scheme for Queen Street and the pedestrianisation of George street and Magdalen Street) is also scheduled for this period.

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