


Oxford Core Strategy Examination Statement of Oxford City Council		www.oxford.gov.uk  OXFORD CITY COUNCIL
C/M7/3	Matter 7 – Transport Issue 3 – Monitoring and implementation	

- i) **Are the targets and milestones for transport realistic and in sufficient detail to enable careful monitoring of delivery and possible remedial action?**

*Policy CS14 – Supporting access to new development*

The outputs from Policy CS14 will be two-fold. The first part of the policy is a high-level development management lever, to ensure priority is given to walking, cycling and public transport, and also to ensure the submission of travel plans (for which a transport assessment is a precursor). The submission of travel plans for all major developments (as defined in the policy footnote) is considered an appropriate and realistic target due to its ease of measurability. Monitoring of such a target provides an unequivocal measure as to whether the policy is effective; remedial action for falling significantly short of the target would be to consider a revision of the policy requirement, perhaps to allow more flexibility, or to redefine what constitutes major development. It is intended that this indicator will be monitored annually by the AMR process.

The second part of Policy CS14 requires specific outputs from development at the strategic sites. Three of these sites (the West End, the Northern Gateway and Barton) are subject to detailed AAP policies, which will need to comply with the headline principles set out in CS14. Hence the targets relate strongly to the AAP process. The AAP for the West End has already been adopted (CD7/5), therefore this is the appropriate reference point for monitoring the implementation of links and improvements in the area.

The Barton AAP is currently in the early stages of preparation, however a key output already identified is the integration of the site's movement network with the rest of the city, hence the indicator adopted. It is anticipated that initial access measures would be complete by 2013/14 when the first phase of development should be completed, with further improvements phased, with a comprehensive package of measures implemented by 2019 (i.e. on substantial completion of the development). These measures will be fully developed as part of the AAP process, hence reference is made to the forthcoming AAP for detailed monitoring and contingency actions.

The Northern Gateway site is the most challenging site in transport terms, given the nature of development proposed, and its location. A comprehensive transport strategy, based on detailed modelling, analysis and strong partnership working, is being produced as part of the AAP process, and will produce a comprehensive travel plan that will itself include detailed targets for monitoring its success. This will ultimately be agreed and secured through legal agreement, at the planning application stage, and will include agreed contingency measures tied to the CS14 policy criterion and the more detailed policies to be developed for the AAP. It is therefore considered appropriate that the Core Strategy target should relate to this process, with a goal of agreeing the package of measures relating to both highways mitigation and the travel plan.

A target for the SDA has not been included as this strategic development has only recently been confirmed with the adoption of the South East Plan. As the planning of the SDA is at such an early stage, and the detailed delivery mechanisms are as yet unclear, it would be unrealistic to adopt an indicator and target at this stage.

#### *Policy CS15 – Supporting City-wide movement*

Many of the measures set out in Policy CS15 are reliant on the development of LTP3 and the associated development of a revised Oxford Transport Strategy. LTP3 will be required to set out ambitious targets and close monitoring of delivery, as indicated in the Draft Guidance for Local Transport Plan 3<sup>1</sup> (see extract, Appendix 1). Ideally, LTP3 and its framework would form the basis for monitoring the relevant Core Strategy policy, however clearly LTP3 production is still in its very early stages and this is therefore not possible. Therefore, the view is taken that an appropriate test for monitoring the success of most of Policy CS15 is how closely the revised Oxford Transport Strategy (which will reflect LTP3 plus longer-term objectives) aligns with the policy criteria, which will depend on effective partnership working towards common goals. This is considered a realistic overarching target, which allows remedial action to be taken in the form of a revision to the policy objectives through a partial review. Detailed, time-limited targets can then be set out and monitored in LTP3, potentially backed up by contextual reference in the LDF AMR. The exception to this is monitoring of parking provision in the City centre, which can be directly measured in the AMR.

An additional target set out in the Core Strategy relates to implementation of a Low Emissions Strategy. Since the Proposed Changes to the Core Strategy were prepared, work has progressed significantly on the linked projects of a Low Emissions Zone (LEZ) relating to the City centre, and a longer-term Low Emissions Strategy (LES)

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<sup>1</sup> Consultation on Local Transport Plan 3 Guidance (DfT, Dec 2008)

relating to the City as a whole. The target date for publication of a final agreed LES is October 2009, however measurable outputs to be included are still subject to further discussion. It is suggested that the monitoring targets for the Core Strategy therefore be amended to reflect the agreed actions relating to the LEZ, as set out in the City Executive Board report and minutes dated 1<sup>st</sup> April 2009 (CD 7/21), these being:

- All public service vehicles to meet the Euro V emission standard by 31<sup>st</sup> December 2013;
- Signing of a draft Bus Quality Partnership by October 2009, to align with the requirement in Point 1 above.

## Appendix 1 - Extract from LTP3 draft guidance

### 4.15 Monitoring performance and setting targets

60. Authorities should consider as they develop their Plan what performance indicators are most appropriate for monitoring it, and what targets might be set to incentivise and secure delivery. Performance monitoring should be an integral part of managing the LTP programme. A strong LTP will include ambitious target setting, clear trajectories and close monitoring of delivery.

61. In considering appropriate indicators, authorities are encouraged to discuss with other authorities, especially within their region, what standard indicator definitions may enable them and the wider transport community to benchmark their performance.

62. A robust monitoring framework is likely to include not only the transport and transport-related NIs in the LAA process, but additional voluntary targets and indicators that are relevant to the locality and to the specific goals and challenges the authority has identified.