



To: Members of the Cabinet

Notice of a Meeting of the Cabinet

Tuesday, 24 May 2016 at 2.00 pm

Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND

A handwritten signature in black ink that reads 'Peter Clark'.

Peter Clark
County Director

May 2016

Contact Officer: Sue Whitehead
Tel: (01865) 810262; E-Mail: sue.whitehead@oxfordshire.gov.uk

Membership

Councillors

Ian Hudspeth	<i>Leader of the Council</i>
Rodney Rose	<i>Deputy Leader of the Council</i>
Mrs Judith Heathcoat	<i>Cabinet Member for Adult Social Care</i>
Nick Carter	<i>Cabinet Member for Business & Customer Services</i>
Melinda Tilley	<i>Cabinet Member for Children, Education & Families</i>
Lorraine Lindsay-Gale	<i>Cabinet Member for Cultural & Community Services</i>
David Nimmo Smith	<i>Cabinet Member for Environment</i>
Lawrie Stratford	<i>Cabinet Member for Finance</i>
Hilary Hibbert-Biles	<i>Cabinet Member for Public Health</i>

*The Agenda is attached. Decisions taken at the meeting
will become effective at the end of the working day on 1 June 2016
unless called in by that date for review by the appropriate Scrutiny Committee.
Copies of this Notice, Agenda and supporting papers are circulated
to all Members of the County Council.*

Date of next meeting: 28 June 2016

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?.

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *“You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself”* or *“You must not place yourself in situations where your honesty and integrity may be questioned.....”*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

List of Disclosable Pecuniary Interests:

Employment (includes *“any employment, office, trade, profession or vocation carried on for profit or gain”*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members’ conduct guidelines. <http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Glenn Watson on (01865) 815270 or glenn.watson@oxfordshire.gov.uk for a hard copy of the document.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

AGENDA

1. Apologies for Absence

2. Declarations of Interest

- guidance note opposite

3. Minutes

To approve the minutes of the meeting held on 19 April 2016 (**CA3 to be circulated separately**) and to receive information arising from them.

4. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

5. Petitions and Public Address

6. Support for Continuing Delivery of Early Intervention Services (Future Arrangements for Children's Social Care) (Pages 1 - 46)

Cabinet Member: Children, Education & Families

Forward Plan Ref: 2016/029

Contact: Lucy Butler, Deputy Director for Children's Social Care Tel: (01865) 815165

Report by Director for Children's Services (**CA6**).

The County Council budget for 2016/17 made a number of significant financial changes

to the Children, Education and Families Directorate. Included in this was the decision to amend the original proposal to remove £2 million from the Early Intervention/Children's Centres budget lines (known as CEF 12). How the retained £2 million is to be targeted requires further clarity.

This report sets out proposals to spend the £2 million in direct response to issues raised by the public consultation, namely concerns around the loss of preventative support and the accessibility of the new service.

The retained money will increase the early help and preventative work within the new service, and increase the number of locations from which outreach is delivered. It is proposed to allocate it across three areas of the new service as follows:

- a. £1 million into the Locality and Community Support Service to increase staffing, including new community co-ordinator posts which will work closely with outreach centres and work with local community groups to support the development of universal provision;
- b. £900,000 into the Family Support Service to increase staffing in early help teams; these extra workers can provide direct work to children and families from the outreach centres;
- c. £100,000 for building costs towards the development of two new 'shared locality bases'

If these proposals are agreed it will spread the geographical reach of the service from 8 to 18 centres.

Cabinet is RECOMMENDED:

- (a) to develop eight outreach centres and two shared locality bases, in addition to eight Children and Family Centres;***
- (b) to agree that the Locality and Community Support Service is expanded to enhance its preventative elements and enable it to support universal provision within the eight outreach centres, and other centres that remain open through community support;***
- (c) to agree that the Family Support Service is enhanced, enabling the delivery of casework and evidence based group programmes from the eight outreach centres; and***
- (d) to ask officers to commence a staff consultation on the staffing structure for the new Service.***

7. Investing in the A40 - A Long Term Strategy (Pages 47 - 186)

Cabinet Member: Environment

Forward Plan Ref: 2015/114

Contact: Lisa Michelson, Locality Manager – West and Cherwell Tel (01865) 816783

Report by Director for Environment & Economy (**CA7**).

This paper gives a progress update on the A40 long term strategy following the completion of public consultation in Autumn 2016. This report outlines the consultation responses received as well as other considerations in order to facilitate a wider discussion on future ambitions for tackling the congestion issues on the A40. A

recommended approach for the direction for a long-term strategy for the A40 is put forward for debate and agreement.

The Cabinet is RECOMMENDED to:

(a) note the A40 Long Term Strategy Consultation Results

(b) consider the officer recommendation for the A40 Long Term Strategy comprising:

I. Road width expansion to a dual-carriageway on the section of the A40 between Witney and a park and ride at Eynsham,

II. A further bus lane (in addition to the eastbound bus lane currently under development) so as to provide bus priority in both directions along the A40 between a park and ride at Eynsham and the Duke's Cut canal bridge west of Wolvercote roundabout,

III. Provision of high quality cycleways along the length of the route.

(c) agree the recommended strategy for further feasibility assessment; and

(d) include this recommended strategy for the A40 within LTP4 Update, which is due to go to Cabinet for approval in June 2016.

8. Supported Transport Update (Pages 187 - 210)

Cabinet Member: Environment

Forward Plan Ref: 2016/036

Contact: Alexandra Bailey, Service Manager for Business Development & Fleet Management Tel: 07768 027257

Report by Director of Environment & Economy (**CA8**).

On 10 November 2015, Cabinet considered the results of the public consultation on the future of Subsidised Bus Services and agreed to the full withdrawal of subsidised bus subsidies, subject to full council's approval, which was given in February 2016.

This paper provides an update on the steps that have been taken to minimise the impact of the withdrawal and asks permission to launch an innovative pilot using the council's fleet during downtime to help those without access to alternative transport.

Cabinet are RECOMMENDED to:

(a) approve the launch of the pilot; and

(b) note the results of the independent report on usage data, and recommend if any further action required.

9. **Proposed Fees for the Supply of Traffic Accident Data** (Pages 211 - 214)

Cabinet Member: Environment

Forward Plan Ref: 2016/038

Contact: Owen Jenkins, Service Manager for Highways, Commercial & Transport Tel: (01865) 323304

Report by Director for Environment & Economy (**CA9**).

This report presents proposals for a schedule of fees for the supply of traffic accident data.

The Cabinet is RECOMMENDED to recommend to Council to approve the use of the proposed fees as set out in Annex 1.

10. **Section 75 Agreement - Update** (Pages 215 - 242)

Cabinet Member: Adult Social Care

Forward Plan Ref: 2016/037

Contact: Benedict Leigh, Strategic Commissioner – Adults Tel: (01865) 323577

Report by Director for Adult Social Services (**CA10**).

The purpose of this report is to seek Cabinet approval for a continuation of and variations to the legal agreement under Section 75 of the NHS Act 2006 that governs the existing formal joint working arrangements and pooled budgets between Oxfordshire Clinical Commissioning Group and Oxfordshire County Council from April 2016 onwards.

This is an annual process that updates the agreement between Oxfordshire Clinical Commissioning Group and Oxfordshire County Council in respect of the pooled budgets. This includes agreeing the respective contributions of both parties, and the governance arrangements by which the pooled budgets are managed.

The Cabinet is RECOMMENDED to

- (a) approve the proposed pooled budget arrangements with Oxfordshire Clinical Commissioning Group, including a revised Section 75 Agreement for All Client Groups (as set out in Annex 1) to reflect this, subject to the inclusion of any necessary changes in the text as agreed by the Director of Adult Social Services after consultation with the Cabinet Member for Adult Social Care;***
- (b) approve the contributions and risk share arrangements as set out in paragraphs 24-31;***
- (c) approve the proposal to move to a single joint management group in adults, replacing the existing four separate groups; and***

- (d) ***approve an extension of the Section 75 Agreement for three years until 31st March 2019.***

11. Staffing Report - Quarter 4 - 2015 (Pages 243 - 246)

Cabinet Member: Deputy Leader

Forward Plan Ref: 2015/122

Contact: Sue Corrigan, County HR Manager Tel: (01865) 810280

Report by Chief Human Resources Officer (**CA11**).

The report provides an update on staffing numbers and related activity for the period 1 January 2016 to 31 March 2016.

The Cabinet is RECOMMENDED to note the report

12. Forward Plan and Future Business (Pages 247 - 248)

Cabinet Member: All

Contact Officer: Sue Whitehead, Committee Services Manager (01865 810262)

The Cabinet Procedure Rules provide that the business of each meeting at the Cabinet is to include “updating of the Forward Plan and proposals for business to be conducted at the following meeting”. Items from the Forward Plan for the immediately forthcoming meetings of the Cabinet appear in the Schedule at **CA12**. This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update.

The Schedule is for noting, but Cabinet Members may also wish to take this opportunity to identify any further changes they would wish to be incorporated in the next Forward Plan update.

The Cabinet is RECOMMENDED to note the items currently identified for forthcoming meetings.

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Division(s): All

CABINET - 24 MAY 2016

SUPPORT FOR CONTINUING DELIVERY OF EARLY INTERVENTION SERVICES

Report by Director of Children's Services

Background

1. The 2016/17 budget and Medium Term Financial Plan agreed by Council in February 2016 made a number of financial changes to the Children, Education and Families Directorate. Included in this was the decision to remove a proposed reduction of £2 million from the Early Intervention/Children's Centres budget line from 2017/18 (reference CEF 12, Section 4.2, agenda item 9). In addition, £1 million one-off funding has been set aside as part of the £4m transition fund agreed by Council in February 2016, in order to assist communities to develop proposals for children's centres that will not receive longer term funding from the Council.
2. The retained £2 million is to be targeted at the continuing delivery of early intervention services and preventative services.
3. The decisions of Council and Cabinet in February 2016 sit within the context of previous decisions to reduce the budget available to Early Intervention Services in the Medium Term Financial Plan by £6 million by 2017/18, and the increasing pressures in workloads within children's social care. Given these pressures, it is no longer possible to sustain current provision and a new model of service is required. Proposals to remodel early intervention provision and develop an integrated service with children's social care were presented to Cabinet on 15 September 2015 (*see Report to Cabinet, Future Arrangements in Children's Social Care*) and were subsequently subject to public consultation between 14 October 2015 and 10 January 2016. At the time of the consultation it was believed that the Early Intervention Services budget might have to be cut by a further £2m by 2017/18 (i.e. total cuts of £8m), but Council decided not to proceed with that further £2m cut at the budget meeting of 16 February 2016 (see paragraph 1).
4. An analysis of feedback from the public consultation and a proposal for the future service was then presented to Cabinet on 23 February 2016 (*see Report to Cabinet, Proposed Future Arrangements for Children, Education and Family Services*).
5. In summary, the key features of the future service were confirmed as:
 - Targeted service for vulnerable 0-19 year olds (up to 25 years if children have additional needs) and their families

- Integration of services currently provided by Children's Centres, Early Intervention Hubs and Children's Social Care
 - Creation of a new Locality and Community Support Service, supporting universal services to identify children at risk and put in place support
 - Family Support Service providing early help and statutory casework and evidence based interventions to vulnerable children and their families
 - Eight Children and Family Centres and mobile bus from which services will be delivered, including some open access sessions from the eight Centres
 - Outreach service providing casework and evidence based interventions to vulnerable families close to where they live
 - Support to Children's Centres that currently provide child care, with a view to enabling them to be financially self-sufficient by April 2017.
6. Cabinet on 23 February 2016 agreed the following recommendations in relation to the proposed new service:
- That eight Children and Family Centres are developed in the locations set out in the report. These Centres will deliver services that meet the authority's statutory duties relating to Children's Centres and deliver statutory and targeted services to vulnerable children and families
 - That limited open access services are provided from within the eight Children and Family Centres
 - A mobile bus is retained to deliver services to rural communities and the traveller community as these communities are less likely to attend the main centres
 - To continue to support the child care settings currently based in Children's Centres through to April 2017. Approve the inclusion of £1.9m budget in the capital programme for the new Children and Family Centres to be funded from corporate resources.
 - Commit to continue conversations with organisations and groups that have shown an interest in using alternative funding streams to enable centres to remain open
 - Commence a staff consultation on the staffing structure for the new Service, to include proposals for an Emergency Duty Team.
7. Further to Council's decision to retain £2m for the Early Intervention/ Children's Centre's budget and the agreement to come back to Cabinet at a later date to agree how this would be allocated, on the 19th April 2016 Councillor Tilley emailed staff to inform them that the timeframe for implementing the new service needed to be extended and that all Children Centre contracts and Hub funding would be extended until end of March 2017.
8. In light of the previous decisions described above, this paper focuses on proposals for the £2 million retained within the Early Intervention budget.

Key messages from public consultation

9. An analysis of responses to the public consultation found that most consultees were not supportive of change, which, given the popularity of the current

Children's Centres and Early Intervention Hubs, is not surprising. Key themes from the public consultation included:

- Concern over the loss of preventative services and the impact on the health and social wellbeing of families
- Concern about how accessible the proposed new model would be because of the reduction in 'on the doorstep' provision. In particular the potential impact on families living in rural areas, and those not able to drive was highlighted
- General opposition to cutting services.

Proposals for retained £2 million

10. It is proposed that the £2 million is spent in direct response to issues raised by the public consultation, namely concerns around the loss of preventative support and the accessibility of the new service.
11. The retained money will increase the early help and preventative work within the new service, and increase the number of locations from which outreach is delivered. It is proposed to allocate it across three areas of the new service as follows:
 - a. £1 million into the Locality and Community Support Service to increase staffing, including new community co-ordinator posts which will work closely with outreach centres and work with local community groups to support the development of universal provision
 - b. £900,000 into the Family Support Service to increase staffing in early help teams; these extra workers can provide direct work to children and families from the outreach centres
 - c. £100,000 for building costs towards the development of two new 'shared locality bases'
12. If these proposals are agreed, it will spread the geographical reach of the service from 8 to 18 centres, as set out below.

Locations for delivering the new service

13. It is proposed that the new service deliver support and evidence-based group programmes to children and families from 18 locations across Oxfordshire (see map in Annex 1). These are set out below but include;
 - Eight main children and family centres, these were set out in the Cabinet paper in February. They will provide a service to 0-19 (up to 25 for children with special educational needs) and these will be designated children's centres. These services will be fully funded and run by Oxfordshire County Council.
 - Two shared sites, one in East Oxford which will act as an additional base for Blackbird Leys and one in East Street, Banbury which will act as an additional site to Banbury Children and Family Centre.
 - Eight outreach centres which provide outreach activities to children and families from the centres which will run childcare services. These centres

were highlighted in the February Cabinet paper with a recommendation to support the centres childcare functions becoming self-sustainable. This paper proposes we enhance those services with council run outreach activities (see paragraph 29 for an example of how this might work). We would also encourage and support community groups to deliver universal services from these bases. Whilst these would not be council-run designated children centres in the way that the eight main Children and Family Centres are, the intention is that these Centres remain open offering a range of services, some of which will be run by the council.

Eight Children and Family Centres

North area:

- Banbury Early Intervention Hub, Hilton Road, Banbury
- Bicester Early Intervention Hub, The Courtyard, Launton Road, Bicester
- West Oxfordshire Early Intervention Hub, Witan Way, Witney

Central area

- The Roundabout Centre, Waynflete Road, Barton, Oxford
- Leys Children's Centre, Cuddesdon Way, Blackbird Leys, Oxford
- Rose Hill and Littlemore Children's Centre, Ashhurst Way, Rose Hill, Oxford
The Rose Hill Children and Family Centre currently provides child care and this provision is being supported to become self-financing from April 2017.

South area

- Abingdon Early Intervention Hub, The Net, Stratton Way, Abingdon
- Didcot Early Intervention Hub, The Vibe, Park Road, Didcot

In addition, mobile bus provision will provide services to rural communities and the traveller community.

Two shared locality bases

North area:

- East Street Children's Centre, Calder Close, Banbury

Central area:

- East Oxford Children's Centre, The Union, Collins Street

Both of these centres currently provide child care which is being supported to become self-financing from April 2017.

Eight outreach centres

North area

- The Sunshine Centre, Edmunds Road, Banbury
- North Banbury Centre, Hardwick School, Banbury
- Britannia Road Centre, Grove Street, Banbury
- The Ace Centre, Burford Road, Chipping Norton

Central area

- Slade Children's Centre, Titup Hall Drive, Wood Farm, Oxfordshire County Council
- Grandpont Children's Centre, 47 Whitehouse Road, Grandpont, Oxford

South area

- Elms Road Children's Centre, Elms Road, Botley, Oxfordshire County Council
- Stephen Freeman Children's Centre, Freeman Road, Didcot

All of these centres currently provide child care which is being supported to become self-financing from April 2017.

Community proposals

14. Oxfordshire County Council is actively working with community groups in areas where there is a children's centre which will no longer receive funding from the County Council to maintain the delivery of universal access services from that building. Where buildings remain open the County Council would wish to use those buildings as a base to deliver outreach services.

Details of proposals for retained £2 million

Locality and Community Support Service

15. £1 million would be used to enhance staffing capacity to deliver the preventative elements of the Locality and Community Support Service.
16. The Locality and Community Support Service is a new service designed to offer early help, advice and guidance to professionals working within universal services. It will also work closely with the eight outreach centres, and other centres that remain open through community support, supporting the development of universal services.
17. Professionals from the service will have a key role in identifying and supporting vulnerable children to prevent concerns escalating to a point where a statutory social care intervention is required. For example, the work of the service will include developing close relationships with schools and offering practical advice and support to teachers who are concerned that a child is at risk. This will include specialist advice around safeguarding concerns.
18. This service has a key preventative role and its effectiveness is vital to addressing capacity issues within children's social care.
19. The additional money would be used to increase the capacity within the Locality and Community Support Service, enabling it to support a larger number of professionals within universal services across Oxfordshire.
20. The additional resource would enable a service employing approximately 30 workers to be established. This would equate to around 10 workers based in each of the areas (north, central, south).

21. In addition to increasing capacity to support professionals, the additional budget would provide capacity within the service to undertake a 'community co-ordinator' role. This would entail working closely with communities to understand the needs of particular localities and the services already available, and to provide support to increase local universal provision.
22. The 'community co-ordinator' would work closely with the outreach centres, supporting the development of a universal offer within these centres. In addition, they will focus on developing sustainable services within buildings that were previously children's centres, and which remain open to provide a range of community supported services once county council funding ceases.
23. The development of this role within the Locality and Community Support Service would provide an opportunity for close collaboration with communities across the county, ensuring that all of Oxfordshire's children benefit. However, we recognise that some communities have more capacity than others to develop their own offer of universal services. The work of the community co-ordinator would target more deprived areas.
24. In addition, the council is looking at ways of developing open access stay and play sessions at its network of 43 libraries.

Example of the work of the new Locality and Community Support Service (1)

A school is concerned about a boy aged 12 who has become withdrawn; his standard of work is dropping as is school attendance. The child indicates to teachers that he is unhappy at home.

The school speak to his mother, who says her partner has lost his job and is being aggressive at home to her. She is struggling to get her son to school. She agrees she would like support.

The school talk to the Locality and Community Support Service (LCSS) who confirm there are no previous Domestic Abuse notifications from the Police. A worker from the Service offers advice and support to school and suggest they complete a CAF (an assessment of early support needs) with the child and his family to understand the current family situation.

The CAF identifies that mother's partner's aggression is made worse by his drinking and that she is increasingly concerned about her partner's anger.

School talk through the CAF with the LCSS who refer the mother to a domestic abuse support programme being run from an outreach centre. Her son is referred to a programme for young people. They also suggest her partner goes to the GP for support around alcohol.

Example of the work of the new Locality and Community Support Service (2)

A Health Visitor is concerned about a mother who is experiencing post-natal depression, and whose attachment with her child is poor. They talk through their concerns with the LCSS.

LCSS provide information about the open access provision through Children and Family Centres.

The Service also advises the Health Visitor to undertake a CAF to establish the level of need within the family. This identifies that mother's partner is unemployed and there is an older sibling with poor school attendance, who is known to the Youth Offending Service.

Given the level of need identified by the CAF casework is put in place for the whole family by the Family Support Service, including mother receiving support around early attachment issues.

Example of the work of the new Locality and Community Support Service (3)

A school is becoming increasingly concerned about a pupil who is arriving late with no lunch and in dirty clothes.

The Child has previously been on a child protection plan for neglect., but the plan ended when the child's situation improved significantly and remained better over a 12 month period.

The school have tried to contact parents and offered to visit them at home. However the parents have consistently failed to engage.

The school contact the LCSS who, due to the previous history and the failure of parents to engage with the school, refer the child to children's social care.

Family Support Service

25. £900,000 will be used to enhance staffing capacity within the early help elements of the Family Support Service.
26. The Family Support Service will integrate the existing children's social care Family Support Teams with the family support functions currently undertaken in Early Intervention. The service will work directly with vulnerable children and their families through individual casework and evidence based group programmes. It will embed the work of the current Thriving Families programme, which provides additional income, and will ensure plans for children are made within the context of their whole family.
27. Teams within the Service will support children where there is a statutory need to do so (children on child protection plans and children in need), and also children and families who require targeted support to prevent their needs escalating. In addition, children and families will be able to attend open access

sessions that will continue to be delivered from the eight Children and Family Centres.

Example programme of provision that could be run from the eight Children and Family Centres (indicative only)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
AM	Early Communication and Language Group. <i>Run by Family Support Service (FSS)</i>	Open Access Early Learning Session for 0-5 year olds. <i>Run by FSS</i>	Early Attachment support. <i>Run by FSS</i>	Antenatal appointment. <i>Run by Midwives</i>	Parenting group with crèche. <i>Run by FSS</i>	Parenting group. <i>Run by FSS</i>
	Child protection/ Team Around Family meetings. <i>Run by FSS</i>	Healthy Baby clinic and development checks. <i>Run by Health Visitors</i>	Infant feeding clinic <i>Run by Health Visitors</i>	Supervised contact.	Open Access Early Learning Session for 0-5 year olds. <i>Run by community group</i>	Supervised contact.
PM	Domestic Abuse Support group, with crèche. <i>Run by FSS</i>	Supervised contact	Child protection/Team Around Family meetings. <i>Run by FSS</i>	Domestic abuse support for children. <i>Run by FSS</i>	NEET drop-in. <i>Run by FSS.</i>	Youth session. <i>Run by FSS</i>
	Child protection/ Team Around Family meetings. <i>Run by FSS</i>	Post-natal depression support group. <i>Run by Health Visitors</i>	Domestic abuse support for young people. <i>Run by FSS</i>	Child protection/ Team Around Family meetings. <i>Run by FSS</i>	Healthy Baby clinic and development checks. <i>Run by Health Visitors</i>	Supervised contact.
Even-ing	Open access youth session. <i>Run by FSS</i>	Group for disabled young people. <i>Run by FSS</i>	Young carers group. <i>Run by FSS</i>	Parenting teenagers support group. <i>Run by FSS</i>	Reducing risky behaviours group. <i>Run by FSS</i>	

28. The additional money would be used to increase the number of staff providing early help to vulnerable children and families. This would enable the service to increase the number of families it supports who do not meet the threshold for statutory social care. Resources would be targeted to areas most in need.

29. The capacity of the service to deliver family support through outreach would be increased enabling evidence-based programmes and support to be provided from the outreach centres and the shared locality bases, in addition to that provided within the eight Children and Family Centres. Specifically, this would ensure that casework and a programme of evidence-based programmes would be delivered from the outreach centres and shared bases.

Example programme of provision that could be run from an Outreach Centre (indicative only)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
AM	Early Communication and Language Group. <i>Run by Family Support Service (FSS)</i>	Open Access Early Learning Session for 0-5 year olds. <i>Run by Community</i>	Antenatal appointment. <i>Run by Midwives</i>	Open Access Early Learning Session for 0-5 year olds. <i>Run by Community</i>	Employment Support drop-in. <i>Run by voluntary group eg CAB</i>	Open Access Early Learning Session for 0-5 year olds. <i>Run by Community</i>
	Child protection/ Team Around Family meetings. <i>Run by FSS</i>	Healthy Baby clinic and development checks. <i>Run by Health Visitors</i>	Supervised contact.	Infant feeding clinic <i>Run by Health Visitors</i>	Open Access Early Learning Session for 0-5 year olds. <i>Run by community group</i>	Supervised contact.
PM	Child protection/ Team Around Family meetings. <i>Run by FSS</i>	Domestic abuse support group <i>Run by FSS</i>	Child protection/ Team Around Family meetings. <i>Run by FSS</i>	Supervised contact	Parenting group with crèche. <i>Run by FSS</i>	Open access youth session. <i>Run by community group.</i>
		Supervised contact.		Child protection/ Team Around Family meetings. <i>Run by FSS</i>	Healthy Baby clinic and development checks. <i>Run by Health Visitors</i>	Supervised contact.
Eve	Open access youth session. <i>Run by community group.</i>		Supervised contact.	Open access youth session. <i>Run by community group.</i>	Reducing risky behaviours group. <i>Run by FSS</i>	

Development of two shared locality bases

30. In addition to the eight main Children and Family Centres, it is proposed to retain two additional buildings from which the new 0-19 service will offer support and group programmes to vulnerable children and their families.
31. These will provide an additional centre in Oxford, located in the current East Oxford Early Intervention Hub/Children's Centre in Cowley, and in Banbury at the current East Street Children's Centre. These would not function as additional Children and Family Centres, but would provide a shared base for the delivery of services from the main centres of Blackbird Leys and Banbury.

Proposals for the use of the £1m one-off transition funding

32. In February 2016, Council agreed to create a pump priming fund of £1m. This was to assist community groups to develop proposals for Children Centre's that will not receive longer term funding from the council. A cross party group of members has been established and community groups will be invited to submit business plans to this group.

Equalities Implications

33. See Service and Community Impact Assessment in Annex 2.

Financial and staffing implications

34. These proposals amend the budget set out in the Report to Cabinet on 23 February 2016, increasing the budget available for the new service model from £12 million to £14 million from 2017-18.
35. The budget and Medium Term Financial Plan agreed by Council in February 2016 requires a saving of £0.8m to be delivered in this service during 2016-17. The timescales outlined in this report mean that the changes will not be in place to deliver this saving. The Directorate is committed to managing vacancies across services during 2016-17 to avoid an overspend.
36. As set out in paragraph 10 above, the additional £2 million would be allocated as follows:

Proposed budget allocation	£m
Staffing within Locality and Community Support Service	1.0
Staffing within Family Support Service (early help)	0.9
To establish shared locality bases	0.1
Total retained budget available	2.0

Redundancies

37. While these proposals will increase staffing levels within the new service, the level of the savings required will result in significant levels of redundancies. While exact numbers, and the specific posts affected, cannot yet be confirmed,

it is estimated that over 200 staff employed by Oxfordshire County Council, and within Children's Centres managed by schools, are likely to be affected. The county council will support staff to seek alternative employment opportunities with the local authority; however, these are likely to be limited as all Directorates are implementing savings plans. The Council has included a provision in 2015-16 to meet the anticipated cost of redundancies.

38. Given the anticipated level of redundancies, current staff are anxious about their future employment. There is a risk that any further delays in progressing the implementation of the new service could result in current early intervention services being unable to continue to provide support to children and families as skilled staff look for employment opportunities elsewhere.

Legal implications

39. Cabinet decided on the 23 February 2016 to reorganise Early Intervention/ Children's Centres as described in paragraph 6 above. The current proposals for spending the £2m retained funds and the £1m transition funds will enhance the provision determined upon by Cabinet on the 23rd February.

Meeting legal responsibilities

40. It is believed that the model of service adopted on the 23rd February meets the requirements placed on the local authority as set out in the Childcare Act 2006 and statutory guidance. It follows that the proposals for spending the further sum of £2m and £1m one off funding will produce a model which will also meet those requirements. The requirements would include the following:
 - *take steps to identify parents and those expecting a baby in their area who are unlikely to take advantage of early childhood services available and encourage them to use them*
41. The Service will continue to receive notifications of all new born children and will work with health professionals to identify all those that are vulnerable and ensure the appropriate support is provided.
 - *ensure there are sufficient Children's Centres, so far as reasonably practicable, to meet local need*
42. In developing the new Service, the priority has been to maximise the number of staff available to provide services, including outreach, to children and families; maximise the use of the proposed Children and Family Centres; and minimise the proportion of the budget spent on buildings. By doing this the new Service will be able to meet the needs of vulnerable families across Oxfordshire.
 - *A network of Children's Centres accessible to all families with young children in their area*
43. It is intended that the eight proposed Children and Family Centres will be located across Oxfordshire in the most deprived areas of the county. However,

through a partnership with health services which deliver a universal offer, including antenatal and post-natal support, families across the county will have access to services delivered from the Children and Family Centres. In addition, sessions will be run from each Centre which will be open to any family wishing to attend.

- *Children's Centres and their services within reasonable reach of all families with young children in urban and rural areas, taking into account distance and availability of transport*
 - *demonstrate that all children and families can be reached effectively*
44. The methodology used to identify the locations of the Children and Family Centres includes an assumption that the main settlements within Oxfordshire were likely to be the most appropriate locations for the Children and Family Centres because of their geographical spread and accessibility in terms of transport links. This was tested by a further calculation that took into account travelling time to the proposed Centres and minimised the average distance between each Centre and families 'in need'.
45. Further, the new service will provide outreach across Oxfordshire and a mobile bus service, meaning that children and families will not have to travel to the Centres in order to receive service.
- *With local commissioners of health services and employment services, consider how best to ensure that the families who need services can be supported to access them*
46. Strong partnership working is a key part of the new model of service. Health services provide a universal service from antenatal support onwards. Their role is to identify vulnerable families and ensure families receive the appropriate support. Through our model of integrated working, workers from the new service will work closely with health professionals, so families receive the right support at the right time.
47. Support around employment forms a key part of the Trouble Families agenda. By integrating this provision into the new service, families will continue to receive advice and support enabling them to take advantage of employment and training opportunities.
48. The Locality and Community Support Service will provide a co-ordinated response to identifying and directing resources towards vulnerable families. The ambition is that this team will be multi-agency and work in communities alongside universal services – particularly schools, early years settings and Health – to identify vulnerable families as soon as problems first emerge and ensure the family receives appropriate support. Where targeted/specialist support is required, referrals will be made into the appropriate service.
- *target Children's Centres services at young children and families in the area who are at risk of poor outcomes through, for example, effective outreach services, based on the analysis of local need*

49. The new service will target those children and families in greatest need and prioritise the available resources for them. Services will be provided from the Children and Family Centres, whose location in the most deprived areas of the County was determined through a needs analysis, and by outreach services that will offer both 1:1 and group support at venues across the Oxfordshire.
- *ensure that opening times and availability of services meet the needs of families in their area*
50. Staff within the new service will operate extended hours to ensure support is available to children and families when they most need it. In addition, the new service will have strong links with the Emergency Duty Team and other county council teams to ensure appropriate support is available across the week.
- *not close an existing Children's Centre site in any reorganisation of provision unless they can demonstrate that, where they decide to close a children's centre site, the outcomes for children, particularly the most disadvantaged, would not be adversely affected and will not compromise the duty to have sufficient Children's Centres to meet local need. The starting point should therefore be a presumption against the closure of Children's Centres;*
51. Children's physical and mental health and emotional well-being will continue to be supported by universal services provided by health, education and other professionals. The Locality and Community Support Service will develop strong links with universal providers within the local area, enabling vulnerable children to be identified and, where necessary, targeted services put in place to support them.
52. Services provided by Children's Social Care will remain available to protect children from harm and neglect. There will continue to be a clear referral process into safeguarding services to ensure children are protected.
53. Ensuring that children are ready for school is a key function of Children's Centres and this will remain a priority in the proposed new model of service. Through the targeting of services to those most in need, support will continue to be available to children to prepare them for starting school. Through the continued provision of support throughout childhood, the service will prepare vulnerable children to take advantage of the opportunities offered by education, training and recreation.
- *take into account the views of local families and communities in deciding what is sufficient Children's Centre provision*
54. Local families and communities have been invited to give their views through the public consultation process. These have been taken into account in shaping the new service, and where concerns have been raised, we have adapted features of the new model to mitigate these.

- *take account of families crossing local authority borders to use Children's Centres in their authority. Families and carers are free to access early childhood services where it suits them best*

55. Due to financial and service pressures within the county, the Children and Family Centres will provide targeted and statutory services to children and families living within Oxfordshire. Where universal providers such as health are delivering services from the new Centres, some of these services may remain accessible to families living within other local authorities where it is appropriate for them to do so.

- *take into account wider duties under section 17 of the Children Act 1989 and under the Child Poverty Act 2010*

These duties will be met by targeting services to children and families the local authority has a statutory duty to support. Local authorities' duties under Part 2 of the Child Poverty Act 2010 are repealed with effect from 16 May 2016. However, it is believed that the services proposed in this report will play a role in attempting to reduce child poverty

Implementation

56. Following the decision by Council and the need to seek agreement for proposals for the retained £2 million, the timetable for implementation has been revised. The current timetable for implementation is as follows:

24 May 2016	Report to Cabinet
On-going	Work with child care settings around sustainability
June - mid July 2016	Staff consultation on the staffing structure for the new service
Mid-August 2016	Staff recruitment process begins
November 2016	Confirmation of posts within new structure
By March 2017	Integrated service commences within new Children and Family Centres, shared bases and child care settings
On-going	Work with interested groups regarding continued use of buildings not funded by the Service

RECOMMENDATIONS

57. **Cabinet is RECOMMENDED to:**
- develop eight outreach centres and two shared locality bases, in addition to eight Children and Family Centres;**
 - agree that the Locality and Community Support Service is expanded to enhance its preventative elements and enable it to**

- support universal provision within the eight outreach centres, and other centres that remain open through community support;**
- (c) agree that the Family Support Service is enhanced, enabling the delivery of casework and evidence based group programmes from the eight outreach centres; and**
- (d) ask officers to commence a staff consultation on the staffing structure for the new Service.**

JIM LEIVERS

Director of Children's Services

Background Papers

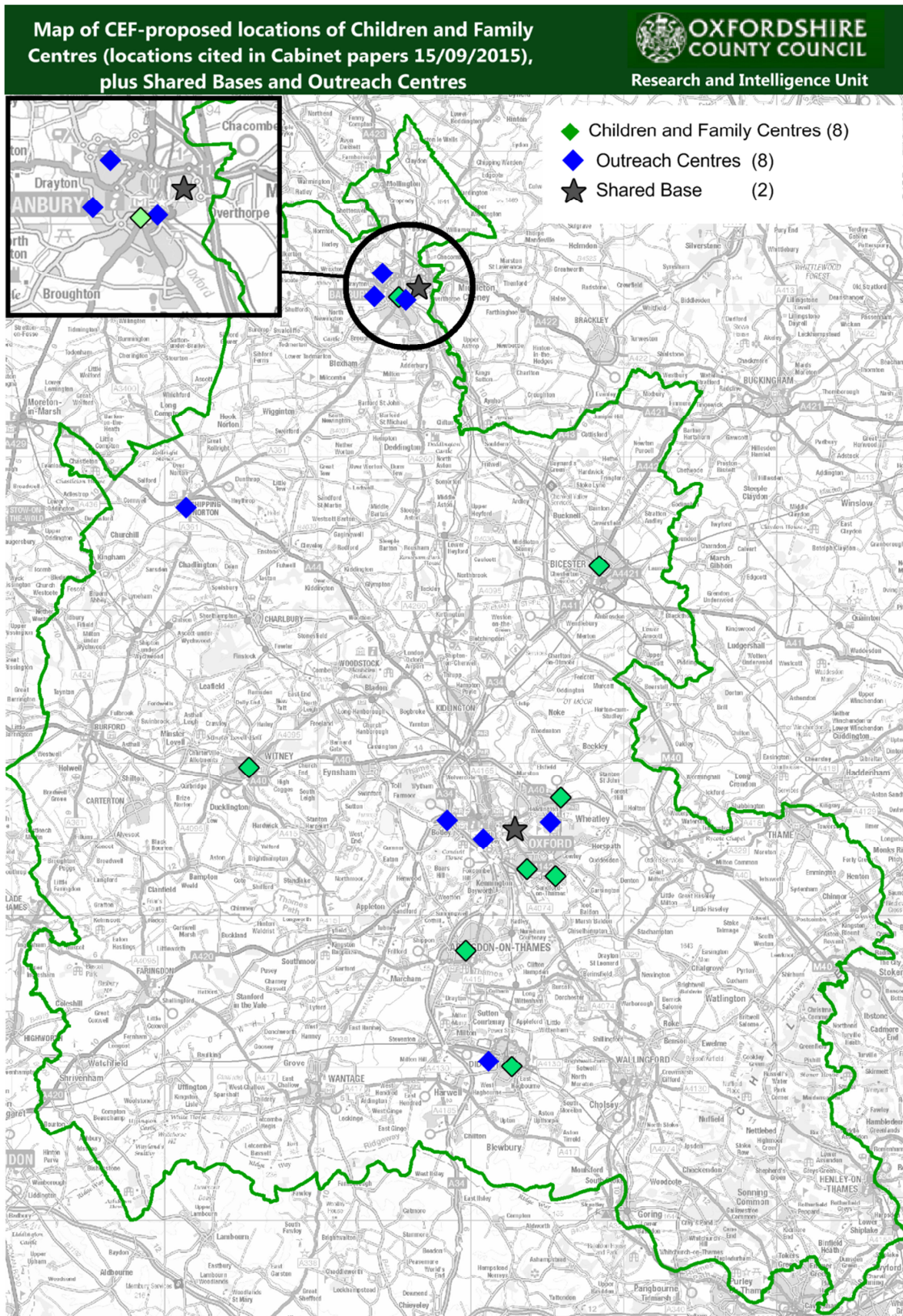
Report to Cabinet on 15 September 2015, Future arrangements in Children's Social Care

Report to Cabinet on 23 February 2016, Proposed future arrangements for Children, Education and Family Services

Contact Officer: CLARE ROWNTREE, Strategy Manager, Children's Social Care
Tel: 01865 323102

May 2016

ANNEX 1: MAP SHOWING LOCATIONS FOR DELIVERING SERVICES FOR VULNERABLE CHILDREN AND FAMILIES



ANNEX 2 - SERVICE AND COMMUNITY IMPACT ASSESSMENT
(Please note this is attached as a separate document)

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DRAFT Service and Community Impact Assessment (SCIA)

This document will be refined following the public consultation

Directorate and Service Area:

Children, Education & Families

- Early Intervention Service
- Children's Social Care

What is being assessed:

Future arrangements in Children's Services

Responsible owner / senior officer:

Jim Leivers, Director for Children, Education & Families

Date of assessment:

May 2016

Summary of judgement:*Background*

This assessment has been undertaken in order to understand the impact on different groups of people in Oxfordshire of the proposal to integrate the Early Intervention Service with Family Support Teams within Children's Social Care, while at the same time making significant budget savings.

The impacts of three options for implementing this new model of provision were explored and subject to public consultation between October 2015 and January 2016. All options maintained a focus on preventing the needs of children, young people and families from escalating and ensuring that those who are most vulnerable receive targeted support. Feedback from the consultation and engagement with service users and partner organisations informed the final proposal for implementation which was agreed by [Cabinet in February 2016.

However prior to Cabinet in February, County Council agreed a budget that reduced the level of savings required from Early Intervention from an anticipated £8 million to £6 million. This assessment has been updated in light of this and proposals that will be considered by Cabinet on 24 May 2016 on how the additional £2m would be used in the new service.

This assessment is based on the final proposal to Cabinet which is builds on the feedback and issues previous gathered from the public consultation.

Summary of assessment

The proposal will largely impact children, young people and families, as the revised proposed option for implementation includes fewer Children and Family Centres and limited open access services. There is also a risk that families accessing targeted support will be stigmatised. Significant analyses of local need, deprivation and

accessibility have informed the proposed locations of Children and Family Centres and the outreach provision. Impacts will be mitigated by the creation of a Locality and Community Support Service to support and enhance universal service provision, and by working with partners to enable them to deliver services from the Centres. In addition, limited open access services will be provided from the Children and Family Centres.

It is proposed that the £2 million is spent in direct response to issues raised by the public consultation, namely concerns around the loss of preventative support and the accessibility of the new service. This retained money will increase early help and preventative work as well as help to increase the amount of locations from which outreach is delivered.

In addition work is underway to guide and advice communities that are interested is establishing their own services. This would further mitigate the reduction in open access services. This is being delivered through a Community Initiative Framework as part of Oxfordshire Together.

The proposed staffing reductions are significant and likely to impact on staff morale. Staff will be kept informed and consulted as service changes are implemented and encouraged to access staff support service. A workforce development strategy will map the current skills base and identify opportunities for development.

Detail of Assessment:

Purpose of assessment:

This assessment has been undertaken in order to understand the impact on different groups of people in Oxfordshire of the proposal to integrate the Early Intervention Service with the Family Support Teams within children's social care, while at the same time making budget savings of £6 million.

The new model of service focuses on targeting the most vulnerable children and families whilst continuing to work closely with our partner agencies. The new model will retain preventative work through the provision of support to professionals working with vulnerable children, and through targeted support to families with multiple needs who do not require statutory social care input. A limited amount of universal, open-access services will also be provided at centres to reduce the risk of stigmatisation that could be associated with attending at Children and Family Centre. In addition, the service will work with local communities to support them to develop universal services within the local area.

The new model comprises a number of different elements:

- I. Locality and Community Support
- II. Family Support for children aged 0-19 and their families
- III. 8 Children and Family Centres and mobile bus
- IV. 2 Shared Locality Bases
- V. 8 Outreach locations

VI. Outreach services

The assessment considers how the changes brought about by this proposal may affect the people of Oxfordshire – with particular emphasis on groups with the protected characteristics listed below – and how this can be mitigated.

Section 149 of the Equality Act 2010 (“the 2010 Act”) imposes a duty on the Council to give due regard to three needs in exercising its functions. This proposal is such a function. The three needs are:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic, and those who do not.

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act.

The need to advance equality of opportunity involves having due regard to the need to:

- remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic;
- take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs other people, and
- encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low;
- take steps to meet the needs of disabled people which are different from the needs of people who are not disabled and include steps to take account of a person’s disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

These protected characteristics are:

- age
- disability
- gender reassignment
- pregnancy and maternity
- race – this includes ethnic or national origins, colour or nationality
- religion or belief – this includes lack of belief
- gender
- sexual orientation
- marriage and civil partnership

Context:

Ongoing cuts to central government funding mean Oxfordshire County Council has to make savings. The council is currently in the process of making approximately £290 million of savings. In February 2014 the budget agreed by Council included savings of £3m in Early Intervention to be achieved by 2017-18. Further savings of £3m were agreed by Council in February 2015, making a total of £6m to be achieved by 2017-18.

As a result of national austerity measures to reduce public sector spending and the level of national debt, further cuts are anticipated to the level of funding passed to local government in future years. Proposals to make additional savings of £50million by 2019/20 were put forward for consideration and public consultation in October 2015. However, the provisional local government finance settlement, announced in December 2015, indicates that Oxfordshire County Council will need to save closer to £70million by 2019/20.

Early Intervention currently comprises a range of services delivered through 44 Children's Centres and 7 Early Intervention Hubs. These include open access sessions such as stay and play and youth sessions, as well as targeted programmes and casework that address identified needs. In addition, the Youth Engagement and Opportunities team support education, employment and training opportunities for all 16-19 year olds, and 19-25 year olds who are vulnerable. Oxfordshire's Thriving Families programme is delivered through the Early Intervention Service, providing intensive support to families that have been identified as being in need through the national Troubled Families Programme.

The scale of the budget reductions mean that the current model for providing Early Intervention services is unsustainable. In order to deliver an effective service in the future, it is proposed to integrate the Early Intervention service with Children's Social Care.

Through this integration, the council will be able to achieve the level of savings required whilst providing an effective, safe and coordinated service that meets our statutory obligations. However, the range of support provided by the new service will be reduced, as will the number of locations from which it is delivered. This will have an impact on people across Oxfordshire.

Proposal:

In order to achieve the £6 million savings necessary, a new service will be created by integrating the Early Intervention Service and Family Support Teams. The new service builds on the county council's preferred option and incorporates a number of issues raised during the public consultation.

The new service will comprise of a number of different elements:

- 1) Locality and Community Support
- 2) Family Support for children aged 0-19 and their families
- 3) 8 Children and Family Centres and mobile bus
- 4) 2 Shared Locality Bases

5) 8 Outreach locations

6) Outreach service

Locality and Community Support Service

The aim of the Locality and Community Support Service is:

To provide advice and guidance to universal services, including schools, health services and voluntary and community groups to enable them to support vulnerable children, young people and families within their community;

To identify emerging needs and safeguarding concerns within the locality

To be the first point of contact for universal services who have concerns about a child and are considering making a referral to statutory services;

To monitor and oversee the effective implementation of CAF/TACs within the locality;

To develop a good working knowledge of support services in the area and identification of appropriate resources.

This new service will build on the work previously carried out by locality co-ordinators and the current well-respected model of locality support. The service will have identified workers who link with universal services, including schools, early years settings, health and other community based provision, to enable concerns to be shared and advice and guidance given in relation to children and young people where there may be child protection issues.

Workers from the service will offer support and advice to any professional who has concerns about a child and coordinate support for vulnerable families within the community. This will include supporting the completion of an early help/CAF assessment to identify the nature of concerns within the family. Where concerns cannot be managed within the community, workers from the service will take the lead in escalating concerns into the new Service.

The Locality and Community Support Service will be organised into three area teams (North, Central and South), with workers being based across the Children and Family Centres located in their areas. The Service will be managed by Team Manager, with Senior Practitioners and Locality Workers based within each of the three areas (North, Central and South). All staff will be experienced child protection and safeguarding professionals, with the Senior Practitioners being qualified social workers. The intention is to develop the Locality and Community Service into a multi-agency service. Discussions are on-going with partners regarding this.

The additional resources available due to the reduction in the savings required will enable a service of 30 workers. This would equate to approximately 10 workers in each area of the county. This increases the capacity of the Locality and Community Support Service to support professionals working in universal service and by extension the early help and preventative support provided to children and young people.

In addition to increasing capacity to support professionals, the additional budget would provide capacity within the service to undertake a 'community co-ordinator' role. This would entail working closely with communities to understand the needs of

particular localities and the services already available, and to provide support to increase local universal provision.

The 'community co-ordinator' would work closely with the outreach centres, supporting the development of a universal offer within these centres. In addition, they will focus on developing sustainable services within buildings that were previously children's centres, and which remain open to provide a range of community supported services once county council funding ceases.

The development of this role within the Locality and Community Support Service would provide an opportunity for close collaboration with communities across the county, ensuring that all of Oxfordshire's children benefit. However, we recognise that some communities have more capacity than others to develop their own offer of universal services. The work of the community co-ordinator would target more deprived areas.

Further, this role could help to explore the potential of developing open access stay and play sessions in local libraries.

The local authority believes that the creation of this service provides a significant preventative service, enabling vulnerable children to be identified, and support put in place, before concerns escalate. The development of this service increases investment in the support the county council currently provides to universal services.

Family Support Service

The new Family Support Service will integrate the existing Children's Social Care Family Support Teams with the family support functions currently undertaken in the Early Intervention Service, including those of the current Thriving Families and Youth Engagement and Opportunities Teams.

The aim of the service is:

- To provide timely support and interventions to vulnerable families to address safeguarding concerns and reduce risks to children and young people
- To provide case work to children, young people and families requiring statutory and targeted support, including responding to crises within families
- To offer a range of group programmes to children, young people and families who meet the threshold for the service
- To deliver and co-ordinate services within the designated Children and Family Centres, shared locality bases and outreach centres
- To provide both casework and group programmes through outreach to venues other than the Children and Family Centres including the shared locality bases and outreach centres

The service will provide direct case work with both children and their families, taking a whole family approach to planning and support. This approach will embed that of the current Thriving Families programme and will ensure plans for children are made within the context of their whole family, enabling appropriate support to be put in place for each individual.

In addition to case work, the service will offer a standardised evidence based range of group programmes. These will be designed to address the key risks and issues affecting families, including domestic abuse, parenting skills, school readiness and employment and training support. The service will only provide programmes where there is strong evidence of their positive impact for children and/or families.

The group programmes will be targeted at vulnerable families. However, the Family Support Service will also offer open access sessions within the new Children and Family Centres. This will include stay and play sessions for under 5s and their carers, and youth sessions for young people.

The additional money available as a result of the £2 million reduction in the cuts to the budget would enable more staff to be employed specifically to provide early help to vulnerable children and families.

The Family Support Service will be based and operated from the Children and Family Centres. However, workers from the Service will provide an extensive outreach service, meeting children and families at other venues, including their home, school and other locations close to where the family live, to provide individual support. In addition, the group programmes will be offered from venues other than the Children and Family Centres in order to ensure families do not have to travel extensive distances to attend them.

Teams will develop strong links with the services in the local vicinity, in particular schools, health, and voluntary and community services. In addition, there are opportunities to further develop this service to broaden the range of professionals working within the teams. Discussions continue with partners regarding this.

The Family Support Service will be organised into three area teams, each managed and overseen by a senior manager reporting to a Deputy Director. Teams will consist of managers, practice managers, social workers, family workers and family support workers bringing a range of experience and expertise to work with children and families. Team Managers will have responsibility for a number of different teams, with the majority of workers supporting children and families where there is a statutory responsibility to do so. However, a number of workers will focus on the provision of targeted support to families identified through the early help/CAF assessment process. Practice Managers will have day to day responsibility for the management of case work with families, with the other team members providing direct support to children and families and delivering group programmes.

The development of the integrated service will increase capacity to support the most vulnerable children and focus resources on children in need to prevent a further escalation of their needs.

Children and Family Centres

Eight Children and Family Centres will be created, providing a base for a service for 0-19 year olds and their families. These Centres will be based in the most deprived areas of Oxfordshire as follows:

- Oxford - Blackbird Leys
- Oxford - Rose Hill/ Littlemore

- Oxford - Barton/Sandhills
- Banbury
- Didcot
- Abingdon
- Bicester
- Witney

In addition to the eight Children and Family Centres, a mobile bus service will deliver services to rural communities and the traveller community, as they are less likely to attend the main Centres.

Supporting the main Children and Family Centres in Blackbird Leys and Banbury will be two additional 'Shared Locality Bases'. These are not additional Children and Family Centres, but would provide shared bases from where the service will be able to provide support and group programmes.

An outreach service will be provided to all parts of Oxfordshire which will help those families who most need intensive support. This will be provided in two ways. Firstly workers from the Family Support Service will travel to meet children and families at other venues, including their home, school and other locations close to where the family live to provide 1:1 support. In addition, targeted group programmes will be offered from alternative venues such as local community centres, which will include the more rural parts of the County, in order to ensure families do not have to travel extensive distances to attend them. This will ensure we offer support to vulnerable families and children on a county wide basis.

The additional money would be used to increase the number of staff providing early help to vulnerable children and families. This would enable the service to increase the number of families it supports who do not meet the threshold for statutory social care. Resources would be targeted to areas most in need

The capacity of the service to deliver family support through outreach would be increased enabling evidence-based programmes and support to be provided from the outreach centres and the shared locality bases, in addition to that provided within the eight Children and Family Centres. Specifically, this would ensure that casework and a programme of evidence-based programmes would be delivered from the outreach centres and shared bases.

In addition, a network of eight outreach centres will be developed. These, along with the two centres that will become shared locality bases and Rose Hill Children and Family Centre, all currently provide childcare and are being supported to become financially self-sufficient by April 2017. Through the new service these buildings will become a base for outreach and the delivery of evidence-based programmes as follows:

North area

- The Sunshine Centre, Edmunds Road, Banbury
- North Banbury Centre, Hardwick School, Banbury
- Britannia Road Centre, Grove Street, Banbury
- The Ace Centre, Burford Road, Chipping Norton

Central area

- Slade Children's Centre, Titup Hall Drive, Wood Farm, Oxfordshire County Council
- Grandpont Children's Centre, 47 Whitehouse Road, Grandpont, Oxford

South area

- Elms Road Children's Centre, Elms Road, Botley, Oxfordshire County Council
- Stephen Freeman Children's Centre, Freeman Road, Didcot

The local authority will also work with these settings to support the delivery of some universal services from the buildings, this could include health visiting services.

Evidence / Intelligence:

The proposal has drawn on evidence from a range of pilots, research and commissioned work both with Oxfordshire and elsewhere. This has included the work of Oxfordshire's Thriving Families team, the North Oxfordshire Neglect pilot, service-level data, research regarding how other Local Authorities have approached their savings pressures, and conversations with key stakeholders.

Further details of the evidence base can be found in the report to Cabinet on 15 September 2015, Future Arrangements in Children's Social Care. (available on the Oxfordshire County Council website).

An extensive engagement programme was carried out to ensure that all relevant stakeholders were represented and able to have input into the development of the proposal and options for implementation. The engagement work included a variety of different events with children and young people, parents/carers, council staff, schools, health professionals, the police, voluntary and community organisations, city and district council executives and local political leaders. The information gathered at these events helped to inform the development of the model and shape the consultation options.

For full details of engagement activity see the Engagement Report.

Service performance data, deprivation indices and demographic growth projections were also considered in the development of the proposed new service and the selection of proposed service locations.

The statutory purpose of Children Centres and the rationale for establishing Early Intervention Hubs were also considered alongside how subsequent government policy changes and their effect on current services. Whilst there is no statutory requirement for Early Intervention Hubs, guidance on Children's Centres was revised in April 2013 to clarify what local authorities and statutory partners must do when fulfilling their statutory responsibilities for early childhood services. This includes a duty to ensure there are sufficient Children's Centres to provide evidence-based interventions for families in greatest need of support and that the centres are accessible to all families with young children in Oxfordshire.

A copy of the statutory guidance for local authorities can be found in Annex 3 of the Report to Cabinet, 15 September 2015: Future Arrangements in Children's Social Care. (available on Oxfordshire County Council website).

Developing the new service

With a significant reduction in the Early Intervention Service budget (from £16 million to £10 million) of which the single largest component is staffing, various models were tested to ensure that the optimum level of resource would be available within the new integrated service. Through this approach the council will be able to deliver the most comprehensive service provision possible, within a significantly reduced budget and without being dependent on the number or location of properties to run the service from.

Different staffing structures have been explored in order to develop a team capable of delivering county wide services with the best balance of skills, enhanced statutory provision and retention of preventative services, as well as support for providers.

The creation of a Locality & Community Support Service was felt to be key to supporting health, schools and other community services to support vulnerable children and families and prevent their needs escalating to the point where they require statutory social care. In addition, the Family Support Service will work with some children and their families who do not reach the threshold for statutory social care services. These children and families will be identified through an early help/CAF assessment and will include, for example, families affected by domestic abuse, substance misuse and mental health concerns, including post-natal depression, children who are going missing from home and school, and families where there is criminal activity.

Selecting the locations for Children and Family Centres

The process for determining the proposed locations for the new Children and Family Centres was as follows:

- i) Define the total number of Children and Family Centres within Oxfordshire
- ii) Define the broad geographical spread by assigning a total number of Children and Family Centres to three broad areas within the county (three service areas - north, central, south)
- iii) Determine the 'ideal' locations of the proposed Children and Family Centres within each service area

The approach built on that undertaken by the Cabinet Advisory Group and used the following data sets:

- Index of Multiple Deprivation;
- Prior home locations of children who became looked after by Oxfordshire County Council between 31st March 2011 to 31st March 2015;
- Home locations of Children who were subject to child protection plans between 31st March 2011 to 31st March 2015;
- Home locations of families identified in the wider Phase 1 Thriving Families cohort;

- Oxfordshire County Council child population forecasts 2014-2019.

In order to determine the 'ideal' locations within each service area an assumption was made that the main settlements within the county were likely to be the most appropriate locations for the Centres because of their accessibility in terms of transport links, their geographical spread, and that localised deprivation tends to be concentrated in urban areas. This assumption was tested using an algorithm that considered the location of 'need' using the data sets described above. These indicators were weighted by population forecasts to give a better indication of where need is likely to be located in the coming years.

Potential locations were tested by the algorithm to determine whether each increased or decreased the distance between Centre and family 'in need'. Locations were finally chosen based on a mix of factors: settlement size, deprivation (IMD), and other indicators of need.

Since the previous report to Cabinet on 15 September 2015, updated Index of Multiple Deprivation data has been released. The methodology set out above has been re-run using this updated data and the 'ideal' locations identified were broadly similar.

Full details of the methodology used are available with the Report to Cabinet 23 February 2016.

Public Consultation

As part of the consultation process we encouraged communities to come forward and let us know about the impact of withdrawing or reducing Early Intervention services in their area. To shape the consultation we took advice from the Institute for Consultation.

The consultation itself included public meetings, focus groups and other outreach work with other individuals and groups affected by the proposal. The results of the consultation helped to inform the detailed proposal for the future service, to be considered by Cabinet on 23 February 2016.

Key issues highlighted by the public consultation have been incorporated in to the revised proposed model and in to the proposals for the retained £2m.

Alternatives considered / rejected

Alternative proposal	Decision
Locating a Children and Family Centre in each of the nine Council Localities	It was suggested that in order to ensure good spread of services across the county we should consider locating at least one Children and Family Centre in each locality. The localities are made up of County Council divisions. This approach was discounted as none of the indicators used to

	investigate areas of greatest need support it. The localities only reflect administrative boundaries.
Keeping Early Intervention and Social Care services separate	<p>Maintaining division between complementary services would likely result in multiple handover points for families and families having to repeat their information each time. Through a single management structure it would be possible to have a comprehensive view of the needs of people within each area, and services can be targeted most effectively as a result.</p> <p>Additionally, a multi-function team is more efficient financially. It is able to deliver both the preventative and social care services, and provide greater coverage than multiple separate teams that have to cover the same areas.</p> <p>Feedback from the engagement process demonstrates broad support for an integrated service.</p> <p>For the reasons outlined above this proposal was rejected.</p>
Childrens' Centres and Early Intervention Hubs remain separate	This proposal was rejected on the same basis as above.
No enhanced support for universal providers	<p>Feedback from engagement activities supports the view that maintaining strong links between universal providers and the local authority is crucial to the success of the model. All the options consulted on included the creation of a Locality and Community Support Service to work with universal service providers to identify families at risk and co-ordinate the provision of services that prevent needs from escalating.</p> <p>As such, this proposal was rejected.</p>
Retaining all current intervention and prevention programmes	<p>Current provision of programmes is not equitable across Oxfordshire, with some programmes only being available in specific Children's Centres where staff who are trained to deliver them are based. The programmes delivered by workers in the new service will be available across the county, so that they can be targeted at those who require them most.</p> <p>There is national evidence that supports the effectiveness of certain programmes. Focussing on these services will enable Oxfordshire County Council to deliver the programmes that are most likely to be effective and result in positive outcomes for users.</p> <p>For these reasons this proposal was rejected.</p>
Charging for certain services	<p>Feedback from the engagement process indicated that there may be willingness to accept charges for certain services. Charging for certain services may generate income that can be used to enhance or expand service provision in other areas.</p>

	<p>However, the costs of administrating a charging model indicate that this would not be a practical option to implement.</p> <p>For the reasons described above this proposal was rejected.</p>
Option two - Limited universal services	<p>Under this option the provision of universal services would be provided or commissioned by the local authority. Capacity for this would be created by reducing the outreach provided by the service to all part of the county.</p> <p>The dual budget and service pressures within Children's Social Care, mean that the county council must focus its resources on those children and families it has a statutory duty to support. This will be done by targeting services towards the most vulnerable children and families and ensuring resources are prioritised for these groups. Maximising the capacity for the service to provide outreach to vulnerable families across the county needs to be maintained and take priority over the provision of universal services.</p> <p>For the reasons described above this proposal was rejected.</p>
Option three - Universal services through community investment	<p>Under this option £1million would be made available to the voluntary and community sector for the provision of services to children and families. The resource would be found by reducing the number of Children and Family Centres from 8 to 6, resulting in no Centre in either Abingdon or Bicester, and a reduction in the Service's capacity to deliver outreach and group programmes across Oxfordshire. Maximising the capacity for the service to provide outreach to vulnerable families across the county needs to be maintained and take priority over the provision of funding to the voluntary and community sector.</p> <p>For the reasons described above this proposal was rejected.</p>

Impact Assessment:

Impact on Individuals and Communities:

Overarching impacts

The proposed option involves reducing the provision of open access services. This will have a negative impact on Oxfordshire's children, young people and families, who will experience reduced access to, and availability of, universal services. Their access will be further limited by having fewer Children and Family Centres, meaning many people will have to travel a greater distance to access Centre based services which may reduce community cohesion.

Despite the proposed reduction of open access services, the provision of targeted, evidence based programmes of support for families through the Family Support Service will achieve better outcomes for those in greatest need. Furthermore, an integrated service that combines preventative work with social care, delivered via Children and Family Centres and a network of outreach locations, will have a positive impact on families across the county by providing greater coverage and more consistent contacts within the service for families.

Some specific overarching risks that have been identified are:

Risk	Mitigation
People using targeted services are stigmatised	The proposal includes the provision of open access within the eight Children and Family centres which would reduce the risk of stigmatisation. Opportunities to work with partners to provide other services from Children and Family Centres, e.g. health services, will be explored to assist with de-stigmatisation.
A reduction in the number of Children's Centres may affect children, young people and families accessing services provided by partners at current sites	The council has been engaging with partner organisations, and partners are being kept informed of developments to ensure that their service plans reflect necessary changes and their services continue uninterrupted as far as possible. The creation of the shared locality bases and outreach centres, increases the locations from which partners could continue to deliver services.
The impact of closing centres that families are reliant on for support will have a negative effect on those children and families	As part of the transition to the new model of integrated working, staff and the public are being kept up to date with developments and will be signposted to other forms of support available.
Reducing open access services may limit opportunities for children, young people and families to develop informal networks	The revised proposal includes the provision of open access within the eight Children and Family Centres A Locality and Community Support Service will continue to work with universal support providers, such as schools and voluntary/community sector organisations, to enhance or supplement their provision. Families will continue to be signposted to other groups and activities operating in their area to help them develop informal networks. In addition, the council is looking at ways of

	developing open access stay and play sessions at its network of 43 libraries.
The reduction in early intervention services will have an impact on the Oxfordshire community as a whole. The long term costs of providing services to families in crisis will be higher than providing preventative services which will have an impact on resources for all agencies	Early intervention support will be targeted at those families in the most need to reduce the number of families reaching crisis point.
The reduction in early intervention services and subsequent increased pressure on the social care services will increase the safeguarding risk to children and young people	The revised proposal for an integrated service of Early Intervention and Children's Social Care will target services to those in greatest need. This includes including children where there are safeguarding concerns.

Impact on groups with protected characteristics

Reducing the number of Children and Family Centres may temporarily or permanently affect the provision of other services that currently operate from some of the Children's Centres, such as health clinics and breastfeeding support. This will impact on children, young people and families currently accessing these services from sites not included in the proposed list of locations for Children and Family Centres.

Some specific impacts on groups with protected characteristics may be:

Risk	Mitigation
Pregnancy and maternity Reduced access to support for pregnant women and new mothers could increase prevalence of mental health concerns	<p>The Health Visiting service, commissioned by Public Health, will continue to monitor the mental health of pregnant women and mothers with children up to the age of 5 and refer to appropriate support services where a mental health need is identified.</p> <p>The Health Visiting service also delivers a level of breastfeeding support as part of health visitors' regular contact with new mothers.</p> <p>The creation of the shared locality bases and outreach centres, increases the locations from which partners could continue to deliver services.</p>
Gender	

<p>The reduction in services available will have an impact on women and men who will suffer as a result of the reduction in universal services.</p> <p>A reduction in preventative services and universal services will impact on women who may be more at risk of post-natal depression and domestic abuse</p>	<p>Universal services will continue to be delivered by partners such as health, who will deliver their services from the Children and Family Centres, shared locality bases and outreach centres.</p> <p>The Health Visiting service, commissioned by Public Health, will continue to monitor the mental health of pregnant women and mothers with children up to the age of 5 and refer to appropriate support services where a mental health need is identified.</p> <p>The Children and Family Centres, shared locality bases and outreach centres will be able to provide a base for the delivery of groups to support women experiencing post-natal depression and domestic abuse.</p>
<p>Age</p> <p>The identification of health concerns in young children as a result of contact with trained staff in Children and Family centres, and/or, as a result of parents and carers comparing their child's development to other children in Children and Family Centres, may be affected by a reduction in centres providing an opportunity for concerns to be identified, particularly children who are not covered by the Health Visiting service</p>	<p>The Health Visiting service will continue to monitor the progress of children up to the age of 5 and refer to appropriate support services where concerns are identified.</p> <p>The creation of a Locality and Community Support Service, which supports all professionals working with children, provides a route for emerging needs and safeguarding concerns to be identified among children of any age.</p> <p>This service will provide specialist co-ordination and support to ensure the needs of these children are met.</p>
<p>Disability</p> <p>Families where there are disabled parents and/or disabled children where travelling is expensive and challenging will be affected by the need to travel further to access services.</p> <p>The cumulative impact of savings made from supported transport budgets may also increase the risk of limited accessibility.</p>	<p>Children and Family Centres are proposed to be located in larger conurbations that are well served by accessible public transport.</p> <p>The service will provide an outreach service across Oxfordshire to target identified needs across Oxfordshire, meaning children and families will not have to travel to the main centres to receive a service.</p>

<p>Religion or belief</p> <p>The use of religious buildings to provide services could isolate people of different religions or with no beliefs who may not be able to access certain religious buildings, leading to a lack of social cohesion and increased isolation</p>	<p>The council will work with communities with the intention of keeping local centres available for community groups, such as town councils, voluntary or charity groups, to provide universal services.</p>
<p>Race</p> <p>Families from non-British national or ethnic origins may not feel comfortable accessing a specialised service and specialised services, may not be available in all geographical areas. This could lead to a lack of social cohesion and increased isolation.</p> <p>Children from non-English speaking families may not be school ready if they are not able to access universal services to enhance their language development</p>	<p>The council will work with communities with the intention of keeping local centres available for community groups, such as town councils, voluntary or charity groups, to provide universal services.</p>

Impacts on areas of deprivation

The proposed option should not have a negative impact on those living in areas of greatest deprivation, as the proposed Children and Family Centre are located in these areas.

The eight proposed Children and Family Centre locations cover the six highest ranked settlements for child deprivation, where 73 per cent of children under 5 live (based on 2011 Census data). These locations would also provide a Centre in every district/city area.

From these locations the Family Support Service will work with the most vulnerable children and families, specifically targeting children in need, those on child protection plans, looked after children and those identified as vulnerable through an early help/CAF assessment.

However, the reduction of council-funded universal services under the proposed option is likely to have a negative impact on the wider community, and vulnerable families who do not live in the most deprived areas of Oxfordshire. These families will benefit from the outreach service and other forms of universal support provided by alternative agencies who will be supported by the Locality and Community Support Service.

Risk	Mitigation
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<p>Vulnerable families in less deprived areas of the county may struggle to access targeted support because the Children and Family Centres are based in areas of greatest need.</p> <p>Early identification of these families may be affected by a reduction in universal services, meaning they do not receive support when they most need it.</p>	<p>A comprehensive analysis of local need has been completed, taking into account a wide range of indicators to determine the most appropriate Children and Family Centre locations. The proposed locations are centred around the areas of greatest deprivation.</p> <p>The proposal includes an outreach service that will enable vulnerable families in less deprived areas without a Centre to access targeted family support services. The Locality and Community Support Service will also support agencies that provide universal services across the county, and ensure that vulnerable families are signposted and referred to targeted support when it is needed. In addition, support will be given to communities to develop the universal offer available within their locality.</p>
<p>Concerns that relate to a specific locality will not receive appropriate support</p>	<p>Outreach work will be provided by the service, meaning that children and families do not need to travel to the main Centres to receive support.</p>

Impact on rural communities

The loss of Children's Centres in rural locations will negatively impact rural communities and may contribute to rural isolation, as people in these areas will have to travel further to access centre based services. Data collected by existing Children's Centres shows that more than 50 per cent of all Centre users currently walk to the existing sites, although almost one third drive.

Rural communities will rely on the outreach network for access to targeted family support services.

Risk	Mitigation
<p>Children, young people and families in rural communities will have to travel longer distances to access support, as it will not be based locally to them. Families who do not have cars will need to use public transport which is likely to be indirect and will take longer. There may be an economic impact on rural communities who will have to travel further to access support services.</p>	<p>The proposed option includes targeted outreach to deliver support to families in rural locations.</p> <p>Children and Family Centres are proposed to be located in larger conurbations that are well served by public transport, providing various modes of access for rural communities to centre based services.</p> <p>In addition to this the additional two shared locality bases and eight outreach centres will mean that some children and families will not have to travel as far to access services.</p> <p>The mobile bus that is used to deliver services to rural communities and the traveller community will be retained to continue to deliver services to these</p>

	communities that are less likely to attend the main centres.
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Impact on Staff:

The majority of the current budget is spent on staffing. To achieve the required savings, the proposed option includes a significant reduction in staffing levels and changes to the staffing structure, and the location and structure of family support services. These changes will also require a shift in culture and practice.

A reduction in the staffing establishment will inevitably have a negative impact on staff morale, and for some employees the process itself is likely to cause anxiety. This could affect levels of concentration, motivation and absenteeism.

A staff advisory group has been established to allow staff a voice to air concerns, feed into the programme board and to input into the new service delivery model. In addition, formal staff consultation and a structured communications programme will ensure all staff are kept up to date and encouraged to be part of the restructured service, taking up the opportunities for the newly created roles.

The integrated Family Support Service requires that a significant proportion of staff within the service are qualified social workers. As a result, staff within the current Early Intervention Service who do not have a social work qualification will be most affected by the changes.

Risk	Mitigation
A reduction in available funding for staffing will lead to a significant number of job losses and increased unemployment.	Staff will continue to be kept informed of progress with service changes, including the restructure of posts within teams. Staff will be encouraged to access staff support services where applicable. Outplacement support will be offered to staff
Staff are not sufficiently qualified in the social work led integrated Family Support Service.	A workforce development strategy is being developed to map the current skills base and identify opportunities for development.
Staff morale is low due to a reduction in the staffing establishment, affecting concentration and motivation, absenteeism.	<p>The staff consultation will run in the Summer 2016 and all members of staff will be encouraged to participate</p> <p>Staff will continue to be kept informed of progress with service changes, including the restructure of posts within teams. Managers are being briefed regularly to help support their staff.</p> <p>Staff will be encouraged to access staff support services where applicable.</p> <p>Staff will be referred to Penna outplacement</p>

	support if they are not successful in obtaining a role in the new structure. This service supports staff to apply for internal vacancies, consider career development opportunities and redundancy.
Staff who are redeployed as part of the restructure may have to travel longer distances to reach their place of work.	The county council have a redeployment policy

Impact on other Council services:

Children's Social Care currently use Children's Centres and Hubs across the county to facilitate supervised contacts for families. A reduction in centres will reduce the amount of available space to carry out this duty. Alternative locations and arrangements will need to be made.

No other impacts on council services have currently been identified, but there is an option to explore potential opportunities with other services including (but not limited to) libraries and the fire service.

The proposals for Early Intervention Services will be considered in conjunction with savings proposals for other service areas to ensure there are no unintended consequences for Oxfordshire's residents, or on other council services.

Risk	Mitigation
Reduction in available space to facilitate supervised contacts. Children and families will need to travel longer distances in order to attend contact.	Children's social care to identify alternative locations for contact to take place. The Children and Family Centres, shared locality bases and outreach centres will have some capacity to host supervised contact.

Impact on partners and providers:

Providers

The proposed model has a reduced finance with which to commission services. However, there may be opportunities to commission external providers where a specific area of need has been identified.

The council has maintained contact with current external providers regarding the proposal and will continue to keep them informed of developments through active engagement.

Impact on partners

Many of the current Children's Centres are used by other service providers, such as Oxford Health, as venues to provide their services from, e.g. clinics run by health visitors and jointly run parental support classes. The closure of existing centres will impact on partners as they will be required to find alternative venues from which to deliver services.

Whilst it is still the council's intention to provide joint-use facilities within the new service, we acknowledge that there will be fewer centres from which these can be provided.

The council is in conversation with partners who currently use existing sites for their services and will continue to keep them informed of developments through active engagement.

Options for the integration and co-location of services are being discussed as part of the development of the proposal. This could provide positive opportunities for collaboration and deliver great benefits to children, young people and families across Oxfordshire.

Risk	Mitigation
The voluntary and community sector, schools and other agencies are not capable and do not have the capacity to deliver alternative universal services across Oxfordshire.	<p>A Locality and Community Support Service will continue to work with universal support providers to enhance or supplement their provision.</p> <p>The county council's Voluntary and Community Sector Infrastructure contract is designed to support growth and development within the sector to make it fit for purpose.</p> <p>As a 'Social Enterprise Place,' Oxfordshire is committed to growing social enterprise communities across the county by bringing together the local councils, universities, businesses, charities, budding social entrepreneurs and local residents.</p>
Reduction in the number of Children's Centres could lead to increased pressure on the Health Visiting service due to a reduction in available space to hold clinics and limited accessibility to additional support to refer new mothers / families to.	<p>Engagement with partner organisations has started early and partners are being kept informed of developments to ensure that their service plans reflect necessary changes.</p> <p>This could provide positive opportunities for collaboration and deliver great benefits to children, young people and families across Oxfordshire.</p>
A long term impact on health services due to a reduction in breast feeding which has an impact on children's long term health	Breastfeeding support continues to be commissioned by the county council.

An increased pressure on schools to support children who start school without being school ready and to support children and families who do not reach the threshold for a service from the new integrated Children's service	<p>The new Locality and Community Support service will provide specialist advice and support to professionals, including those from schools, and will facilitate support to vulnerable families.</p> <p>Targeted support on school readiness will continue be available to vulnerable children.</p>
Reduction in external services commissioned by Oxfordshire County Council could lead to increase in unemployment within those services	The council has maintained contact with current external providers about the proposal and will continue to keep them informed of developments through active engagement.

Action plan:

Action	By When	Person responsible
Carry out public consultation on proposals	Sep-Dec 2015	Jim Leivers
Continued engagement with children, young people and families (including service users) regarding impact of proposals and possible mitigations	On-going	Jim Leivers
Continued engagement with providers regarding impact of proposals and possible mitigations	On-going	Jim Leivers
Assess consultation responses and consider whether any community groups with protected characteristics are disproportionately affected by the proposals	On-going	Jim Leivers
Update SCIA throughout consultation process as and when relevant feedback is provided	On-going	Jim Leivers
Proposal to be considered at Cabinet	23 rd February 2016	Jim Leivers
Proposal for retained £2m to be considered at Cabinet	24 th May 2016	Jim Leivers
Staff consultation	Summer 2016	Jim Leivers

Monitoring and review:

Person responsible for assessment: Jim Leivers, Director of Children, Education and Families

Version	Date	Notes
V1	27 August 2015	Initial draft
V2	8 October 2015	Updated
V3	5 February 2016	Updated following public consultation
V4	29 April 2016	Updated to take account of retained £2m

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ANNEX 3 - OUTLINE OF LEGISLATIVE FRAMEWORK FOR CHILDREN'S CENTRES

The Childcare Act 2006: General Duties

The Childcare Act 2006 ("the Act") imposes a number of duties on local authorities. The general duty contained in section 1 is to (a) improve the well-being of young children in their area; and (b) reduce inequalities between young children in their area in respect of physical and mental health and emotional well-being, protection from harm and neglect, education, training and recreation, the contribution made by them to society and social and economic well-being.

A "young child" is defined by the Act as a child during the period from birth until 31 August following the child's 5th birthday.

In discharging its functions under the Act, a local authority must have regard to any guidance given from time to time by the Secretary of State. The Secretary of State published the "Sure Start Children's Centres Statutory Guidance" in April 2013. A copy of this guidance is found in Annex 5.

Section 3 of the Act states that a local authority must make arrangements to secure that early childhood services in its area are provided in an integrated manner, which is calculated to facilitate access to those services, and to maximize the benefit of those services to parents, prospective parents and young children. "Early childhood services" are defined by section 2(1) of the Act. They mean (a) early years provision; (b) the social services functions of the local authority, so far as relating to young children, parents or prospective parents; (c) health services relating to young children, parents or prospective parents, (d) the provision of assistance to parents or prospective parents (employment and training) and (e) the authority's duty to provide specified information and assistance to parents/prospective parents relating to childcare and other matters of benefit to parents, children and young people.

Section 3(3) of the 2006 Act states that the authority must take steps (a) to identify parents or prospective parents in the authority's area who would otherwise be unlikely to take advantage of early childhood services that may be of benefit to them and their young children; and (b) to encourage those parents or prospective parents to take advantage of those services.

Section 4 states the authority must make arrangements to work with certain partners in performing the functions referred to above. These are the NHS Commissioning Board, CCGs in the authority's area and the Secretary of State in relation to education and training.

The Childcare Act 2006: Children's Centres and Consultation

Prior to 2010, a local authority was free to determine how best to deliver the early childhood services under section 3. However, amendments were made by the Apprenticeship, Skills, Children and Learning Act 2009 which introduced new provisions, including sections 5A-5E. Section 5A(1) of the Act states that arrangements made by a local authority under section 3 must, so far as is

reasonably practicable, include arrangements for sufficient provision of Children's Centres to meet local need. "Local need" is defined as the need of parents, prospective parents and young children in the authority's area. A Children's Centre is a place managed by or under arrangements with the authority making "early childhood services" available (see definition of "early childhood services" above), and providing activities for young children.

Section 5A(5) of the Act states that a service is "made available" by providing the service or by providing advice and assistance to parents and prospective parents on gaining access to the service. Local authorities must consider whether early childhood services should be provided through a Children's Centre. A local authority must take into account whether providing a service through a Children's Centre would (a) facilitate access to it; or (b) maximize its benefit to parents, prospective parents and young children: see section 5E of the Act. Section 5E(7) states that, for the avoidance of doubt, nothing in this section is to be taken as preventing a local authority or any of its relevant partners from providing early childhood services other than through a Children's Centre.

Section 5D(1) of the Act states that a local authority must secure that such consultation as they think appropriate is carried out before any significant change is made in the services provided through a children's centre (including a change to location), or before anything is done that would result in a Children's Centre ceasing to be a Children's Centre.

Statutory guidance

The statutory Guidance published by the Secretary of State is attached at Annex 4. It explains some things which the authority must do, and some which they should do – though the "should do" guidance should be departed from only where there is good reason. Chapter 2 concerns the provision of sufficient Children's Centres. Members are invited to pay particular attention to pages 9 and 10 of the Guidance. This states that local authorities should:

- ensure that a network of Children's Centres is accessible to all families with young children in their area;
- ensure that Children's Centres and their services are within reasonable reach of all families with young children in urban and rural areas, taking into account distance and availability of transport;
- together with local commissioners of health services and employment services, consider how best to ensure that the families who need services can be supported to access them;
- target Children's Centres services at young children and families in the area who are at risk of poor outcomes through, for example, effective outreach services, based on the analysis of local need;
- demonstrate that all children and families can be reached effectively;
- ensure that opening times and availability of services meet the needs of families in their area;
- not close an existing Children's Centre site in any reorganisation of provision unless they can demonstrate that, where they decide to close a children's centre site, the outcomes for children, particularly the most

disadvantaged, would not be adversely affected and will not compromise the duty to have sufficient children's centres to meet local need. The starting point should therefore be a presumption against the closure of Children's Centres;

- take into account the views of local families and communities in deciding what is sufficient Children's Centre provision;
- take account of families crossing local authority borders to use Children's Centres in their authority. Families and carers are free to access early childhood services where it suits them best; and
- take into account wider duties under section 17 of the Childcare Act 1989 and under the Child Poverty Act 2010.

Local authorities should consult everyone who could be affected by proposed closures of or significant changes to Children's Centres, for example, local families, those who use the centres, Children's Centres staff, advisory board members and service providers. Particular attention should be given to ensuring disadvantaged families and minority groups participate in consultations.

The consultation should:

- explain how the local authority will continue to meet the needs of families with children under five as part of any reorganisation of services
- Be clear how respondents views can be made known
- Provide adequate time for those wishing to respond
- Announce decisions following consultation publicly and explain why decisions were taken

Summary

The broad duty therefore is to ensure, so far as is reasonably practicable, that there is sufficient provision of Children's Centres to meet local need. Therefore, in considering any significant changes to or the closure of any Children's Centres, it is important that the local authority ensure it is satisfied as to (amongst other matters):

- that a proper consultation has been undertaken
- the extent of the local need
- whether there are sufficient Children's Centres to meet that need
- if it is considered that there are not sufficient children's centres to meet local need then whether it is reasonably practicable to provide additional Children's Centres

ANNEX 4

Click on link below to published Guidance:

Sure Start Children's Centres statutory guidance for local authorities, commissioners of local health services and Jobcentre Plus. April 2013

Alternatively cut and paste the following web address into the address bar on Internet Explorer:

<https://www.gov.uk/government/publications/sure-start-childrens-centres>

CABINET – 24 MAY 2016

Investing in the A40 - Long Term Strategy

Report by the Deputy Director for Strategy and Infrastructure Planning

Introduction

1. This paper gives a progress update on the A40 long term strategy following the completion of public consultation in Autumn 2016. This report outlines the consultation responses received as well as other considerations in order to facilitate a wider discussion on future ambitions for tackling the congestion issues on the A40. A recommended approach for the direction for a long-term strategy for the A40 is put forward for debate and agreement.
2. Cabinet are asked to:
 - a) Note the A40 Long Term Strategy Consultation Results;
 - b) Consider the officer recommendation for the A40 Long Term Strategy comprising:
 - I. Road width expansion to a dual-carriageway on the section of the A40 between Witney and a park and ride at Eynsham,
 - II. A further bus lane (in addition to the eastbound bus lane currently under development) so as to provide bus priority in both directions along the A40 between a park and ride at Eynsham and the Duke's Cut canal bridge west of Wolvercote roundabout,
 - III. Provision of high quality cycleways along the length of the route;
 - c) Agree the recommended strategy for further feasibility assessment; and
 - d) Include this recommended strategy for the A40 within LTP4 Update, which is due to go to Cabinet for approval in June 2016.
3. Information received during the public consultation which could be used to identify specific individuals has not been published.

Background

4. In July 2015, Oxfordshire County Council's Cabinet agreed to a major infrastructure project for public transport improvements to be made along the A40 from Eynsham to Wolvercote, as well as providing a park and ride site in the Eynsham area. This was largely funded through the Local Growth Fund in order to provide congestion relief in the short to medium term. This £40m project, in addition to the other investments across the length of the A40 corridor, set the stage for a much larger undertaking to tackle congestion in the long term.

5. Oxfordshire County Council is committed to finding a long-term strategy to tackle current and projected congestion on the A40.
6. There are numerous views about the best approach to tackling the congestion issues on this key strategic route. The long history of undelivered improvement schemes for the A40 means there is a significant debate regarding the variety of options for a long term strategy. To aid this debate, the County Council held a public consultation in autumn 2015 to seek current views on the issue and identify consensus.

Considering the parameters for an A40 Long Term Strategy

7. In order to focus priorities, objectives for identifying a long term strategy were set out as follows:
 - a) Improve travel times and journey reliability along the A40 corridor, particularly between Witney and Oxford;
 - b) Stimulate economic growth, in line with the Oxfordshire Strategic Economic Plan; and
 - c) Improve safety and reduce environmental impacts such as air pollution and noise along the A40 corridor.
8. These objectives for the A40 long term strategy consideration align with the overarching LTP4 objectives:
 - a) To support jobs and housing growth and economic vitality;
 - b) To reduce transport emissions and meet our obligations to Government;
 - c) To protect, and where possible enhance Oxfordshire's environment and improve quality of life; and
 - d) To improve public health, air quality, safety and individual wellbeing.

Public Consultation Outcomes

9. The consultation ran from the 26th September to the 8th November 2015 with a high response rate of nearly 800 views. The conceptual options presented were:
 - a) A40 Bus Lanes in both directions between Witney and Duke's Cut Canal Bridge
 - b) Guided busway between Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line
 - c) A40 Dual Carriageway from Witney to Duke's Cut Canal Bridge
 - d) Train from Witney to Oxford by joining the Cotswold line at Yarnton, either by re-instating the old line or building a new route entirely to the north of the A40
 - e) Tram from Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.

10. Details of the responses received as well as the consultation questionnaire are published in Annex 1 of this report.
11. In summary, the greatest level of support was for the dual carriageway option, which also received the lowest number of respondents who do not support the concept. Train and bus lanes also received good levels of support with around 50% of respondents supporting both of these. Tram was supported by 41% of people and guided bus received the lowest level of support at 26% as well as having the highest number who did not support this option.

Themes and analysis of consultation responses

12. In addition, respondents were also given the opportunity to explain in their own words the reasons for their choice, as well as providing other comments.
13. The following re-occurring themes have been identified from the comments received:
 - a) Houses should be built close to where people work
 - b) Longer distance traffic using the A40 will not utilise public transport schemes
 - c) Disappointment that cycling did not feature in the consultation including a lack of mention of the B4044 community cycle path between Eynsham and Botley
 - d) The need for flexibility for direct buses to serve a range of destinations in East Oxford and other locations
 - e) Some said that car users already currently park in Eynsham and board the bus to Oxford
 - f) The importance of the future delivery of an A40/A44 link road (or A40/A34 junction)
 - g) The importance of retaining and improving the current A40 cycle route
 - h) Desire not to progress options that might preclude long term reinstatement of the railway line.
14. There were also a number of responses from organisations suggesting alternative transport schemes to those concepts presented including the WestOx Monorail Limited and SkyCabs International Limited. Both promoters suggest that a scheme between Witney and Oxford would cost around £210m, however it is unclear if these costs are compatible with those presented at the exhibition for the other schemes, particularly with regard to the level of contingency and risk that have been included. A new monorail or a SkyCab as a concept is broadly similar to the tram model included as one of the consultation options. Although there are a number of similar examples in operation around the world, the use of monorails in an urban or inter-urban context remains untested in the UK. Choosing this as a way forward would therefore represent a considerable risk. However as this seems to be a cheaper alternative to other fixed-link systems (e.g. rail or tram) then if any such scheme

is proceeded with in the future then a monorail alternative should be considered.

Oxford Meadows Special Area of Conservation

15. An important consideration in deciding the future of the A40 is the Oxford Meadows Special Area of Conservation (SAC) which lies immediately south of the road for much of the section between Cassington and the Cotswold Line at Wolvercote. This international designation requires that projects or plans that might have a significant adverse effect on the integrity of a SAC must not proceed unless there are both no alternative solutions and “imperative reasons of overriding public interest”. Oxford Meadows is primarily designated for its historic lowland hay meadows, a nationally rare priority habitat.
16. The impacts which could impact upon the SAC include physical encroachment but also schemes which either increase levels of airborne pollutants alighting onto the protected area, either through increased traffic or reduced screening of the road. A note on the requirements placed on the Council for assessing the impact of any proposal on the SAC will be included as part of the upcoming Cabinet papers.
17. While any scheme on the affected section of the A40 will need to undergo a Habitats Regulations Assessment before it can proceed, this designation does have a particular impact on the viability of converting the section of A40 between Eynsham and Wolvercote into a dual carriageway road. Such a scheme would be likely to encroach into, or closer to, the SAC (unless the whole road was moved to the north in which case it would need to pass through redundant gravel workings increasing both the engineering complexity of the scheme and its likely cost). A dual carriageway would also be likely to attract additional traffic onto the A40 leading to an increase in levels of pollutant impacting on the SAC, although this is likely to be mitigated, to some extent, by a reduction in congestion.

Considering the Options

18. While the consultation has provided a significant insight into people’s views about the A40, there are further considerations as part of a recommendation for an approach to a long term strategy. These include: timeframe for delivery, available funding (or likely future available funding), engagement with key delivery partners, effectiveness, and environmental and other physical constraints. Officers have considered these factors in light of the consultation results and have come to the following recommendations. An Option Assessment Framework evaluation was completed and is included in Annex 2.
19. **Two Options should be discounted:**

Tram (approximately £240m)

Guided Bus (approximately £165m)

- a) The view emerging across the consultation is that there is little support for the tram and guided busway concepts; where there is support there is

acknowledgement of the limitations and high costs associated with these types of scheme. These two concepts received the greatest number of respondents stating they did not support these modes.

- b) The challenges to delivery of both these concepts include the complexity of land assembly along the route of the former railway line and, in particular for the tram option, how this infrastructure continues to key destinations along road or heavy rail infrastructure. Delivering these options would potentially limit the deliverability of rail in the future, due to the need to utilise the former railway alignment.
- c) It is therefore recommended that the tram and guided busway concepts are excluded from further consideration in the A40 long term strategy.

20. One Option should not be progressed at this point in time

Train – Heavy Rail (approximately £285m)

- a) Considerable support was recorded for the train concept, as the most favoured of the public transport options presented.
- b) A key economic concern for pursuing heavy rail any further is the unlikelihood that a commercially viable rail service (for a rail operator) could be delivered based on the estimated low frequency of trains. Capacity issues on the rail line through Oxford station would also be likely to place a similar constraint on the level of service that could be provided. Beyond considerations about the commercial viability of this to support the investment in the infrastructure, that level of service raises questions about its attractiveness to users, particularly for short distance journeys to Oxford.
- c) In order to overcome the demand issue (above), a much greater population would be needed to support the new rail line. This is not part of the current local plan discussions being taken forward by West Oxfordshire District Council.
- d) Despite attending consultation events, there was no response from the Rail Industry on this option (positive or otherwise). Without support from that sector, it is unlikely that this option could progress beyond aspirational status at this point. Funding for any new rail line would need to come, predominately, from within the rail sector. Any scheme would need to be 'rail-led' and have a clear commercial justification.
- e) It is therefore acknowledged that the aspiration of re-instating the rail connection remains but recommend it is not taken forward by the Council at this point in time as the focus for the A40 long term strategy. Opportunities to realise the aspiration with lead partners Network Rail, and Rail Operators will be pursued in the future.

21. Two Options should be assessed further and in combination:

- Bus Lanes (approximately £50m+A40 Science Transit Investment)
- Dual-Carriageway (approximately £120m)

Bus Lanes

- a) Bus lanes were the second most favoured public transport concept in the consultation.
- b) Of the options considered, it has the lowest relative delivery cost and by its nature the scheme could be delivered in phases as and when funding is available, building on from the Local Growth Fund supported A40 Science Transit scheme currently being developed.
- c) It is likely to attract new users due to improvement in journey times, as well as providing the flexibility to increase the range of origins and destinations the bus services could serve.

Dual-Carriageway

- a) The Dual-Carriageway concept received the greatest level of support from respondents of the five concepts presented. Over a quarter of respondents identified a dual-carriageway as their preferred scheme, and over quarter more identified a dual-carriageway and one of the public transport schemes as their preferred concept.
- b) However, many respondents commented that providing a dual carriageway would increase traffic and in the long term would not reduce congestion. It is likely that a congestion-free, high capacity road link would attract additional traffic onto the A40 from alternative routes such as A415 and B4044, as well as encouraging some travellers who currently use buses to transfer to car travel and new travellers to favour car rather than public transport.
- c) It is also likely that a Dual Carriageway approach for the length of the A40 from Witney to Oxford would require a complementary scheme north of the Oxford. A complementary scheme in this area would need to overcome substantial environmental and other 'setting' constraints and it would also significantly increase the costs for delivery. Previous public engagement undertaken for road options in this area has been met with heavy local resistance.
- d) As stated above, there are significant environmental constraints in progressing a dual-carriage way approach between Cassington and Wolvercote due to the proximity of the Oxford Meadows Special Area of Conservation.
- e) A partial dualling approach which extends from Witney Bypass to Eynsham may provide additional road capacity without triggering the issues above regarding dualling into and around Oxford.

Recommendation

22. In considering the issues above, it is the recommendation of officers that the long term strategy for the A40 take a combination approach which includes both increased road capacity as well as improvements to the public transport offer.
23. It is proposed a combined scheme is taken forward for further feasibility and a commitment to investigate in detail a package of measures comprising:
 - i) a dual-carriageway from Witney to a park and ride at Eynsham
 - ii) bus lanes in both directions along the A40 from a park and ride at Eynsham to the Duke's Cut canal bridge approaching Wolvercote roundabout
 - iii) provision of high quality cycleways along the length of the route
24. The cost of this combined scheme is estimated to be **£54 million**. This comprises £12 million to provide a westbound bus lane between Wolvercote and the new Eynsham Park and Ride and a further £42 million for new dualling between Witney and the Eynsham Park and Ride. As with the other costs quoted in this report, and presented at the consultation, this estimate is at current price levels and includes allowances for land, contingencies and risk.
25. Whilst more information is required to develop this package of measures, the concept has a number of advantages including:
 - a) Increasing overall capacity along the A40 corridor
 - b) Recognising the preference for a dualling approach, and progressing this, without entangling the scheme in the issues associated with a dual carriageway into and around Oxford
 - c) Being able to be taken forward in phases (and phases can be developed in parallel with each other) making delivery responsive to funding opportunities
 - d) Further developing the £40m investment A40 Science Transit Phase 2 Local Growth Fund scheme
 - e) Balancing the needs of long distance road traffic, including freight, with the needs of public transport users
 - f) Improving journey times
 - g) Requiring less funding than the other options considered
 - h) Supporting a public transport investment approach which is flexible to future demands for travel
 - i) Not being heavily reliant on delivery partners (like rail)
 - j) Being sensitive to the environmental constraints associated with the Special Area of Conservation
 - k) Being compatible with the County Council's Local Transport Plan and the Oxford Transport Strategy
 - l) Does not preclude a future consideration about reinstating the rail-line in the long term
26. Cabinet is asked to consider this recommended approach.

27. If the above recommended approach is agreed, officers seek approval to progress to further stages of assessment work, including HRA assessment, on this combination dual carriageway and bus lane long term strategy.

Financial and Staff Implications

28. The A40 long term strategy will be further developed by officers within Environment & Economy and utilise the revenue budget until work is sufficiently developed that the scheme is entered into the Capital Programme.

RECOMMENDATION

29. **The Cabinet is RECOMMENDED to:**

- (a) note the A40 Long Term Strategy Consultation Results
- (b) consider the officer recommendation for the A40 Long Term Strategy comprising:
 - I. Road width expansion to a dual-carriageway on the section of the A40 between Witney and a park and ride at Eynsham,
 - II. A further bus lane (in addition to the eastbound bus lane currently under development) so as to provide bus priority in both directions along the A40 between a park and ride at Eynsham and the Duke's Cut canal bridge west of Wolvercote roundabout,
 - III. Provision of high quality cycleways along the length of the route.
- (c) agree the recommended strategy for further feasibility assessment; and
- (d) include this recommended strategy for the A40 within LTP4 Update, which is due to go to Cabinet for approval in June 2016.

SUE SCANE,
Director for Environment and Economy

Background documents: Public consultation responses

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May 2016

Investing in the A40 - Long Term Strategy Consultation Report

**Oxfordshire County Council
Strategy and Infrastructure Planning
May 2016**

Investing in the A40 - Long Term Strategy Consultation Report

Contents

1. Executive Summary	3
2. Introduction	5
3. Who did we hear from?	7
4. Where do respondents live and what mode of transport do they use?	14
5. Responses to the concepts presented	16
6. Comments received about the proposed schemes	20
Appendix 1: Investing in the A40 consultation questionnaire	233
Appendix 2: The options presented as part of the consultation	27
Appendix 3: Summary of comments received from the questionnaire	35
Appendix 4: Summary of responses from organisations	83
Appendix 5: Figures mapping respondents' postcode	115

1. Executive Summary

This report presents the response received to the Investing in the A40 public consultation held from 26 September to 8 November 2015. As part of the consultation exhibitions were held in Witney, Eynsham, Cassington and Oxford. The information presented at the exhibitions was presented on OCC's website, and consultation portal. Respondents were asked to complete a questionnaire concerning their views of the five conceptual options presented:

1. A40 **Bus lanes** between Witney and Duke's Cut Canal bridge in both directions.
2. **Guided busway** between Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.
3. A40 **Dual carriageway** from Witney to Duke's Cut Canal bridge
4. **Train** from Witney to Oxford by joining the Cotswold line at Yarnton.
5. **Tram** from Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.

Over 800 responses were received. The questionnaire also sought information to derive how representative of Oxfordshire the response are. This found those aged over 45 are overrepresented in the consultation responses and those aged under 45 are underrepresented. Males are slightly over represented and females slightly underrepresented. Employed (or 'economically active') residents are underrepresented.

Respondents to the questionnaire were asked to what extent they supported each of the five concepts presented. The data shows the greatest level of support is for the dual carriageway option, which also received the lowest number of respondents who do not support the concept. Train and bus lanes also received good levels of support at just over 50% and just under 50%, respectively, of respondents supporting these. Tram was supported by 41% of people and guided bus received the lowest level of support at 26%.

A further question asked 'Which one scheme or combination of options, do you think Oxfordshire County Council should give top priority to?' and were presented with 11 options. Those options with the greatest level of support were as follows: Dual Carriageway 29.40%; Bus Lane 15.30%; Train 13.30% and Train & Dual Carriageway 12.70%. All other options received support from less than 10% of respondents.

Respondents were given the opportunity to explain in their own words the reasons for their choice, as well as providing other comments. These comments are summarised in appendix 3 and response from organisations who did not complete a questionnaire are contained appendix 4.

The response to this consultation will be reported to Cabinet on 24th May 2016 and will inform the officer recommendation on how to proceed with further feasibility work into developing a long term scheme for the A40 corridor.

2. Introduction

In July 2015, Oxfordshire County Council's Cabinet agreed to an infrastructure project for improvements to be made along the A40 from Eynsham to Wolvercote which, largely funded through the Local Growth Fund, will provide congestion relief in the short to medium term. These investments set the stage for a much larger undertaking to tackle congestion in the long term and Oxfordshire County Council is committed to finding a long-term strategy to tackle current and projected congestion on the A40.

The long history of undelivered improvements schemes for the A40, mean there is a significant debate and variety of options for a long term strategy. To aid this debate during autumn 2015 a public consultation was held to seek current views on the issue called *Investing in the A40*.

2.1 Aims of the A40 Long Term Strategy

In seeking a long term strategy the objectives are to:

- a) Improve travel times and journey reliability along the A40 corridor, particular between Witney and Oxford.
- b) Stimulate economic growth, in line with the Oxfordshire Strategic Economic Plan.
- c) Improve safety and reduce environmental impacts such as air pollution and noise along the A40 corridor.

The A40 aims align with the overarching LTP4 objectives:

- To support jobs and housing growth and economic vitality;
- To reduce transport emissions and meet our obligations to Government;
- To protect, and where possible enhance Oxfordshire's environment and improve quality of life; and
- To improve public health, air quality, safety and individual wellbeing.

2.2 How the consultation was carried out?

The consultation ran from 26 September to 8 November 2015 and included a stakeholder exhibition followed by four public exhibition events. These were held in Witney, Eynsham, Cassington and Oxford. The information presented at the exhibitions was presented on OCC's website, and consultation portal.

Five conceptual options to generate debate were presented. It was also outlined that a combination of these types of schemes could be brought forward. Respondents were asked to complete a questionnaire and many also took the opportunity to provide ideas and options of their own.

The conceptual options presented were:

1. A40 **Bus lanes** between Witney and Duke's Cut Canal bridge in both directions.
2. **Guided busway** between Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.
3. A40 **Dual carriageway** from Witney to Duke's Cut Canal bridge
4. **Train** from Witney to Oxford by joining the Cotswold line at Yarnton.
5. **Tram** from Ducklington Roundabout and Duke's Cut Canal Bridge in both directions along the alignment of the old railway line.

The consultation was advertised through local media and 347 frontages were sent a letter inviting them to the public exhibition events. Invitations to the stakeholder event were sent to parish council's bordering the affected sections of the A40.

This report presents an analysis of the responses received.

The *Investing in the A40* questionnaire may be found in Appendix 1.

The information presented as the exhibitions and on the consultation portal is available in Appendix 2.

3. Who did we hear from?

We received 796 responses via the consultation portal or during the exhibition events; and further 13 responses were received by email/letter from individuals and 32 responses we received from organisations.

Respondents using the consultation portal or who attend an exhibition completed a questionnaire (available in Appendix 1).

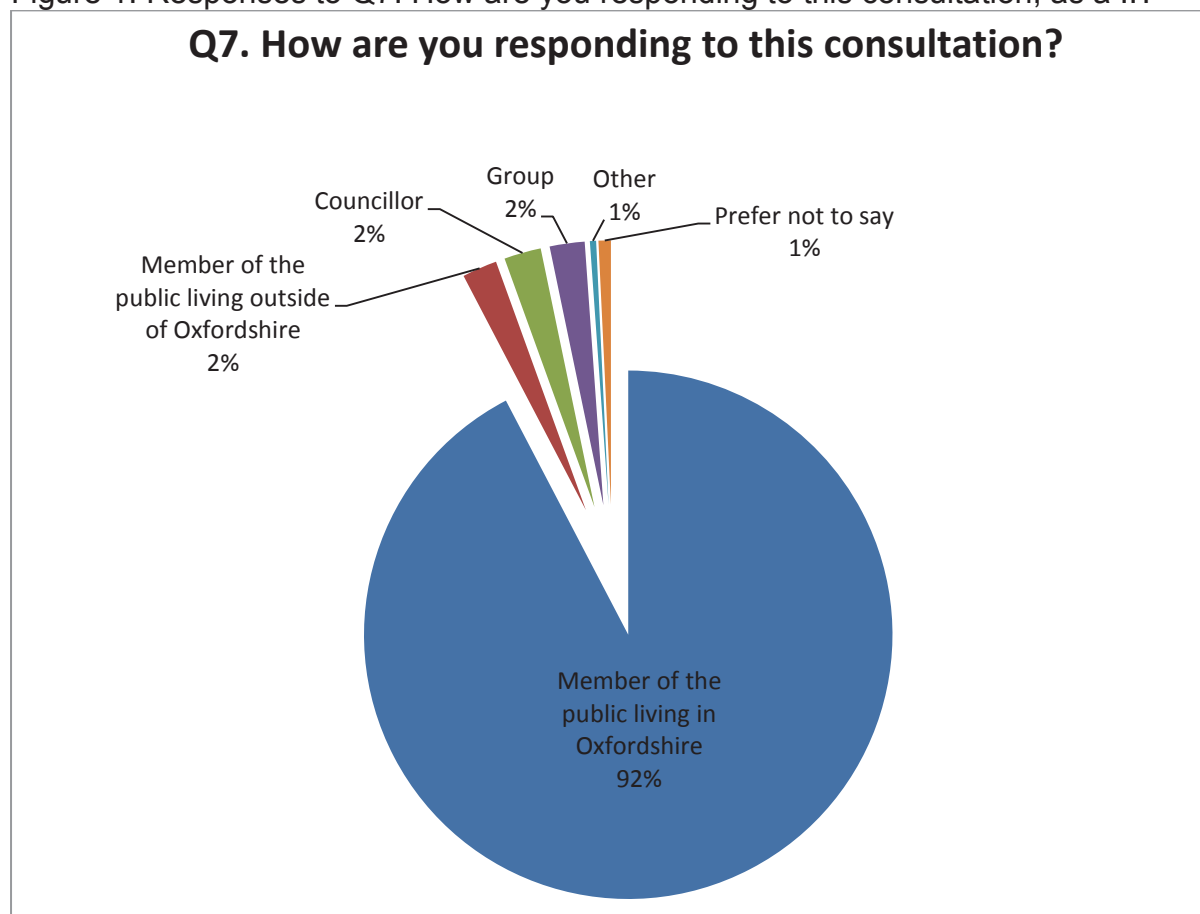
The consultation questionnaire was split into two sections. The first section primarily dealt with the preference of transport investment options whereas the second section dealt with who was responding. Please find below the responses to the second section, the 'about you' questions (Q7 – Q11) from the Investing in the A40 consultation questionnaire.

Q7. How are you responding to this consultation, as a ..?

Table 1: Responses to Q7. How are you responding to this consultation, as a ..?

	Number of respondents	Percentage
Member of the public living in Oxfordshire	735	92%
Member of the public living outside of Oxfordshire	17	2%
Councillor	18	2%
Representative of a group or organisation	17	2%
Other	3	1%
Prefer not to say	6	1%
Total	796	100

Figure 1: Responses to Q7. How are you responding to this consultation, as a ..?

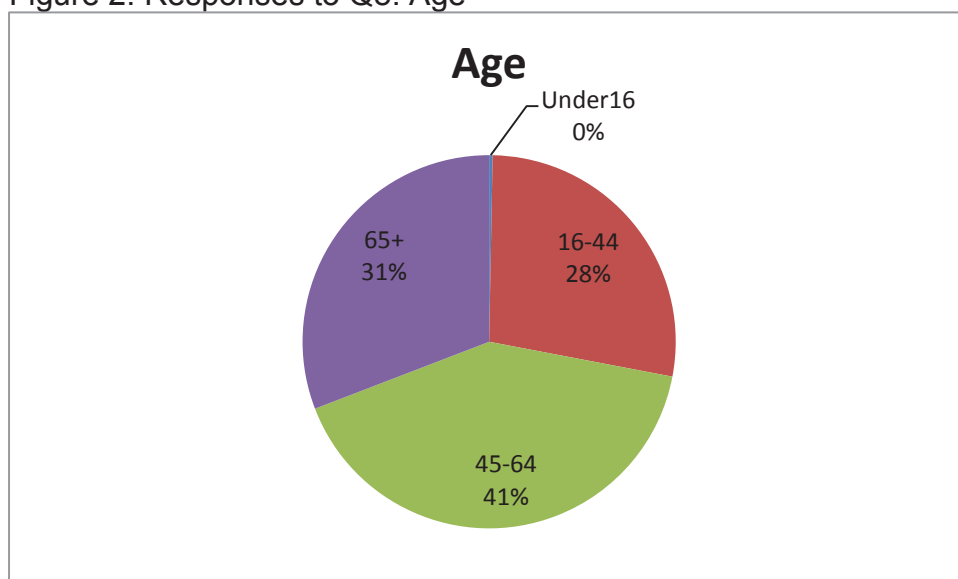


Q8. Please let us know your age (in years). If you'd prefer not to say then leave blank and move on to the next question.

Table 2: Responses to Q8. Age

Age	Under 16	16-44	45-64	65+	Total
Number of respondents	2	185	275	206	668
Percentage	0%	28%	41%	31%	100%

Figure 2: Responses to Q8. Age

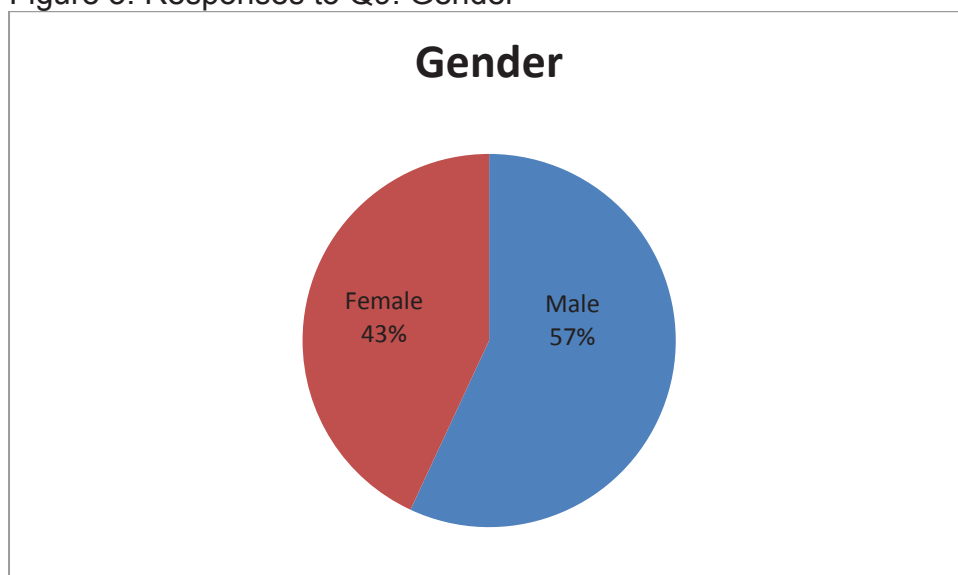


Q9. Please let us know your gender.

Table 3: Responses to Q9. Gender

Gender	Male	Female	Total
Number of respondents	419	317	736
Percentage	57%	43%	100%

Figure 3: Responses to Q9. Gender

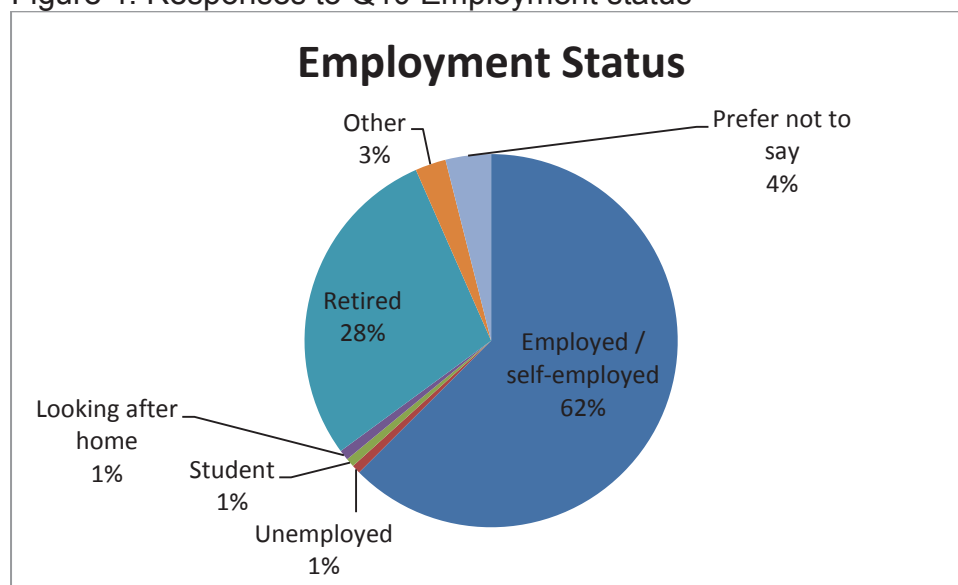


Q10. Please let us know your employment status.

Table 4: Responses to Q10 Employment status

Employment status	Employed /self-employed	Unemployed	Student	Looking after home	Retired	Other	Prefer not to say	Total
Number of respondents	492	6	6	7	224	21	31	787
Percentage	63%	1%	1%	1%	28%	3%	4%	100%

Figure 4: Responses to Q10 Employment status

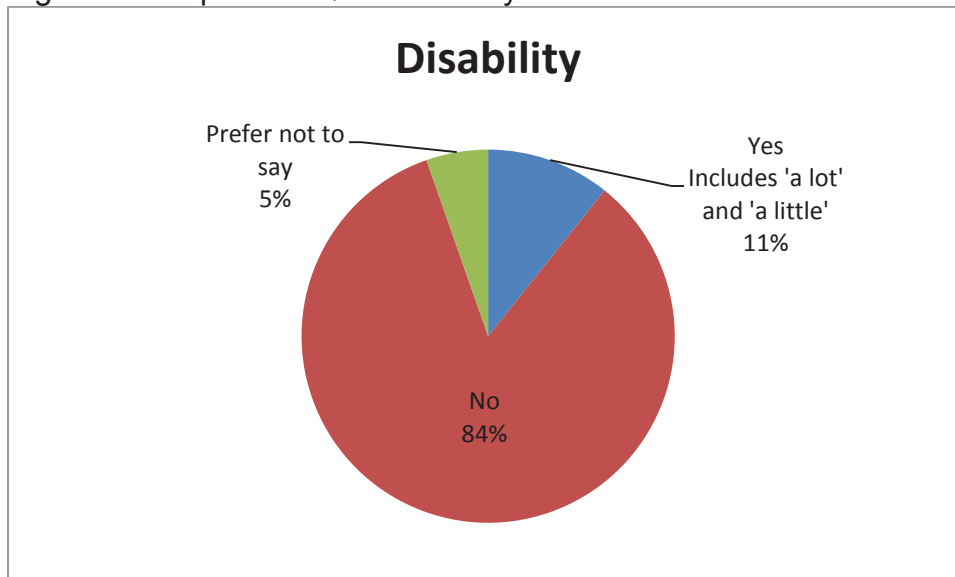


Q11. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Include problems related to old age).

Table 5: Responses Q11. Disability

Disability	Yes Includes 'a lot' and 'a little'	No	Prefer not to say	Total
Number of respondents	84	657	42	783
Percentage	11%	84%	5%	100%

Figure 5: Responses Q11. Disability



3.1 Comparison with Oxfordshire Insights demographic data

In order to understand to what extent the respondents to the consultation are representative of Oxfordshire we have compared data gathered from Oxfordshire Insights with the 'About You' data collected from the questionnaire.

Oxfordshire Insights is a website run by OCC using Office for National Statistics (ONS) Census data and other data to provide evidence to support strategic policy development within Oxfordshire¹. The ability to compare data is restricted to the data classifications used by Oxfordshire Insights. In question 10 below this may be seen by Oxfordshire Insights data only being available for employed/unemployed.

How does the age data compare between the A40 consultation responses and Oxfordshire Insights?

Table 6: How representative is the age data?

Age	Under 16	16-44	45-64	65+	Total
Number of respondents	2	185	275	206	668
Percentage	0%	28%	41%	31%	100%
Oxfordshire Insights ²	18.6%	40.4%	25%	15.8	99.8% ³

¹ <http://insight.oxfordshire.gov.uk/cms/>

² Age data gathered from Oxfordshire Insights, <http://insight.oxfordshire.gov.uk/cms/sites/oxfordshireinsight/files/maps/PopulationMap1.html>

Oxfordshire residents aged over 45 are overrepresented in the consultation responses and those aged under 45 (especially those aged under 16) are underrepresented.

How does the gender data compare between the A40 consultation responses and Oxfordshire Insights?

Table 7: How representative is the gender data?

Gender	Male	Female	Total
Number of respondents	419	317	736
Percentage	57%	43%	100%
Oxfordshire Insights⁴	49.7%	50.3%	100%

Males are slightly over represented and females slightly underrepresented.

How does the employment status data compare between the A40 consultation responses and Oxfordshire Insights?

Table 8: How representative is the employment status data?

Employment status	Employed /self-employed	Unemployed	Student	Looking after home	Retired	Other	Prefer not to say	Total
Number of respondents	492	6	6	7	224	21	31	787
Percentage	63%	1%	1%	1%	28%	3%	4%	100%
Oxfordshire Insights⁵	76.6%	3.5%	NA	NA	NA	NA	NA	79.6% ⁶

Employed (or 'economically active') residents are underrepresented in the consultation responses.

Prior to and during the consultation several advertisements were taken out in local media as well as several public engagement events held in order to increase

³ 0.2% are classified as Non-UK short-term residents,
<http://insight.oxfordshire.gov.uk/cms/sites/oxfordshireinsight/files/maps/PopulationMap1.html>

⁴ Sex data gathered from Oxfordshire Insights,
https://public.tableau.com/views/PopulationStory_0/Population?:embed=y&:display_count=yes&:show_tabs=y&:showVizHome=no%20

⁵ Employment data gathered from Oxfordshire Insights,
<http://www.nomisweb.co.uk/reports/lmp/la/1941962886/report.aspx?town=Oxfordshire#tabempunemp>

⁶ Only 79.6% are classed as economically active,
<http://www.nomisweb.co.uk/reports/lmp/la/1941962886/report.aspx?town=Oxfordshire#tabempunemp>

participation, from all Oxfordshire residents. Although there is clear under-representation of under 45 year olds it may be that this figure would have been worse without the public engagement undertaken by OCC.

3.2 Engaging Schools

As part of the Investing in the A40 consultation, we wanted to hear from a wide range of stakeholders, including the young people of West Oxfordshire, who, after all, would be key benefactors from any future improvements along the route.

We contacted all the Geography departments in the 6 state secondary schools in West Oxfordshire to promote the consultation with a view to having the options discussed in lessons and tutor times. Resources were also supplied to be used as each establishment saw fit and we asked if the students could feedback their opinions in a written format.

The Heads of Department responses were disappointing, with only 2 responding. From the two, School A said that it would be an ideal decision making exercise to use with their sixth formers in their Urban Studies unit, whilst School B said they could use it in their GCSE classes when looking at sustainable settlements.

In the end, despite follow up emails, we ended up only getting an overall response from discussions that were held in tutor times from School A. School B had to pull out because of demands on time left to teach key parts of the syllabus.

School A had really tried to promote the issue in Tutor time, by creating a set of questions for discussion; however, none of the students committed their thoughts to a written response, as requested.

This was the first time we have undertaken such engagement, in the future there may be benefit in holding the exhibitions in schools to increase response from young people.

3.3 Conclusion

Whilst the people that responded to the A40 consultation are not full representative of the Oxfordshire population, the aim of the consultation was to generate debate and gather public opinion and the overall response rate at 796 provides a wide range of views.

The next section of the report outlines the preferences respondents have for long term investment in the A40.

4. Where do respondents live and what mode of transport do they use?

Please find below the responses to the questions one and two from the *Investing in the A40* consultation questionnaire. These questions dealt with where people live, by postcode, and what mode of transport they most regularly use for trips along the A40.

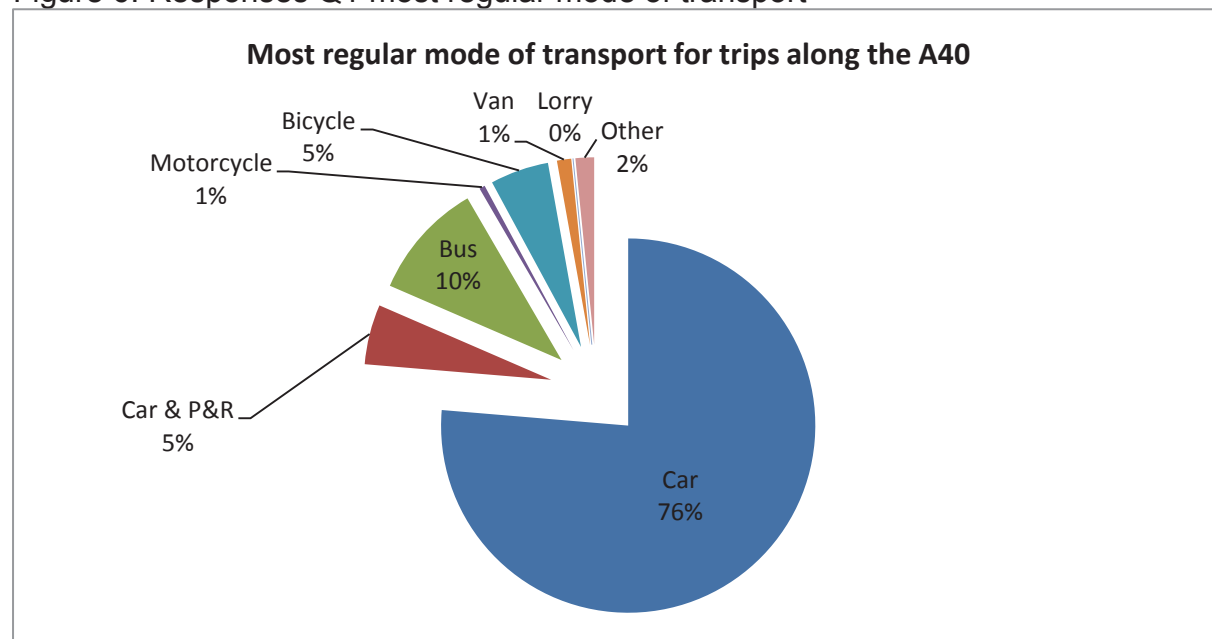
Q1. What is your most regular mode of transport for trips along the A40?

Table 9: Responses Q1 most regular mode of transport

	Car	Car with Park & Ride	Bus	Motor cycle	Bicycle	Van	Lorry	Other	Total number of responses
Number of respondents	619	42	82	4	41	10	0	13	811
Percentage	77.8%	5.3%	10.3%	0.5%	5.2%	1.3%	0.0%	1.6%	

N.B. Some people listed more than one mode, thus generating a greater total number of responses than respondents.

Figure 6: Responses Q1 most regular mode of transport

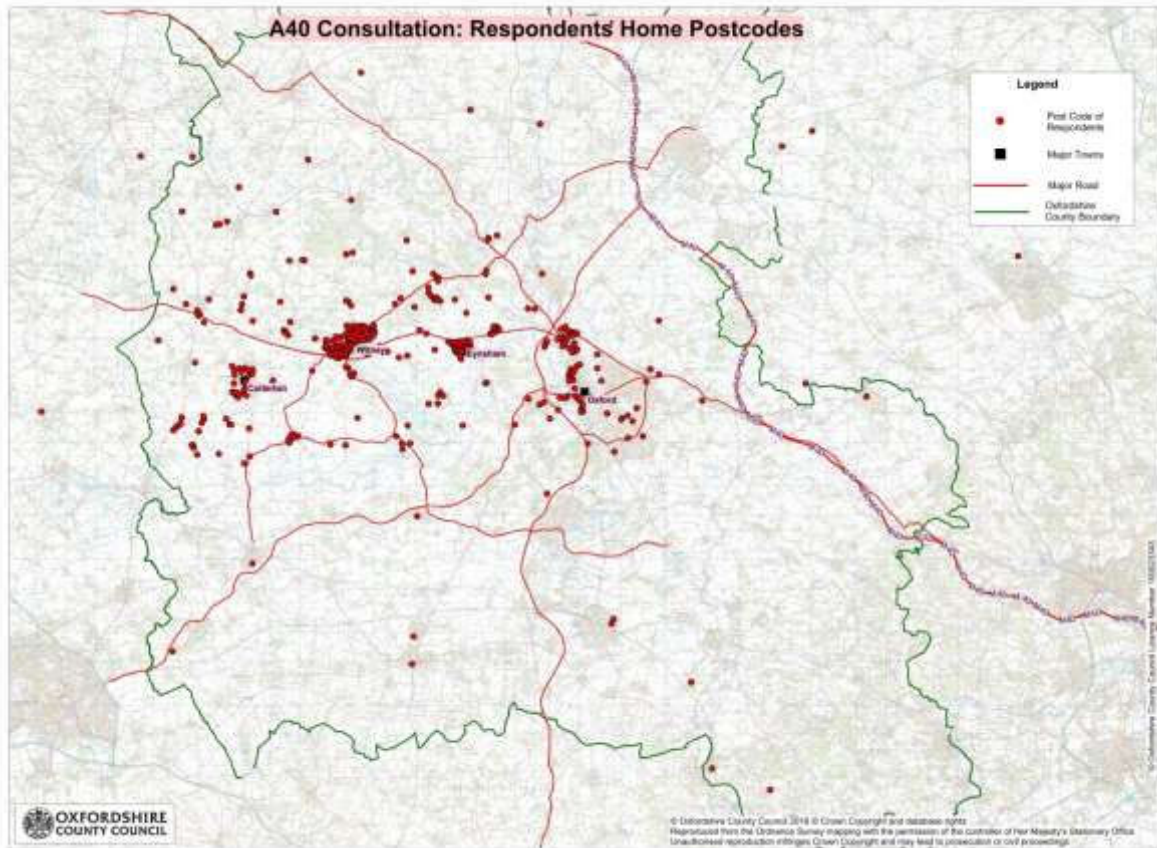


Respondents were largely car users with 81% identifying as using their car or the park and ride. Bus users made up the second largest group at 10%. Cycling also accounted for 5% of people's most regular mode of transport.

Q2. Where do you live?

Figure 7 shows the locations of respondents' home postcodes.

Figure 7: Respondents' home postcodes



The above responses show us that a large proportion of respondents live in or around the towns of Witney and Eynsham with the northern part of Oxford and Carterton the next largest proportion of respondents.

5. Responses to the concepts presented

Please find below the response from questions three and four from the consultation asking for views on possible long term solutions (please see **Appendix 2** for details of the concepts presented).

These concepts presented were:

- Bus Lane
- Guided Busway
- Dual carriageway
- Train
- Tram

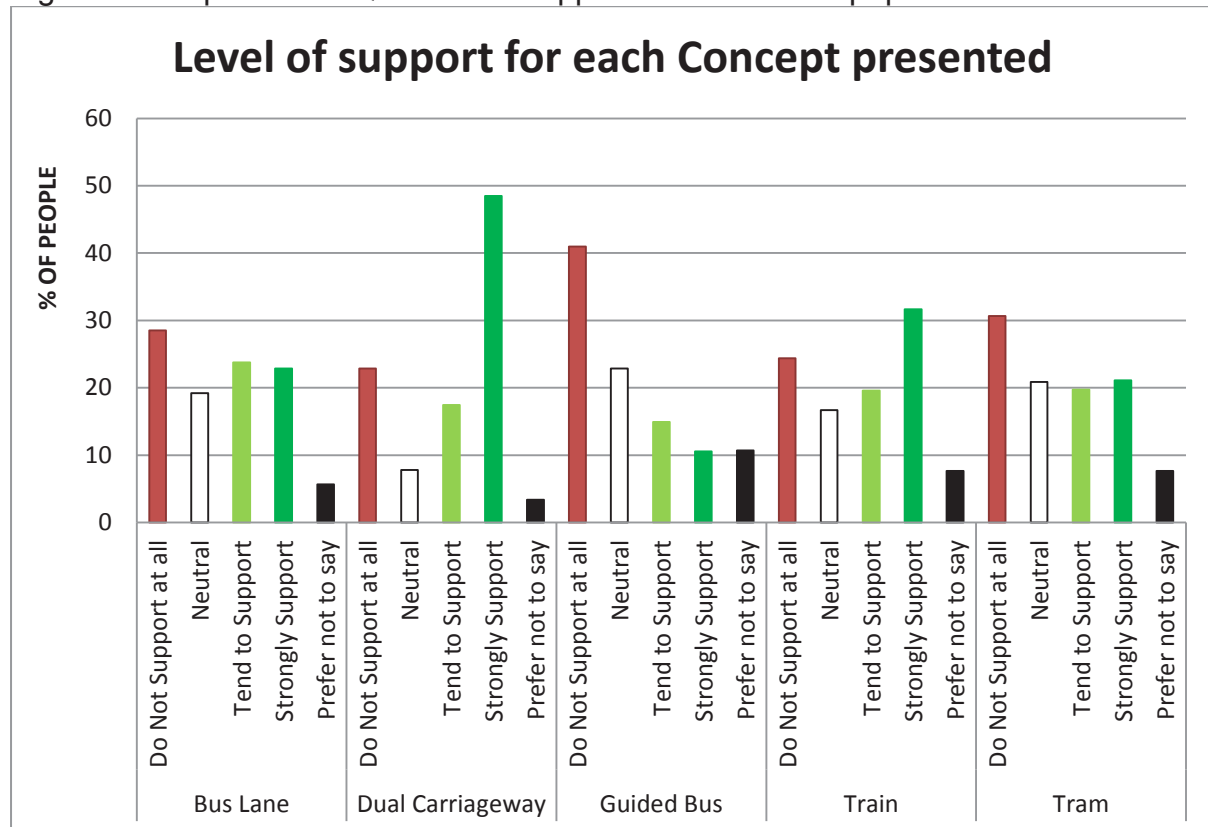
Q3. What are your views on each option?

Table 10: Responses to Q3 Level of support for each concept presented

Level of Support: Concept	Respondents: Support or tend to support	Percentage of total respondents: Support or tend to support	Respondents: Do not support	Percentage of total respondents: Do not support
Dual Carriageway	525	66%	182	23%
Train	408	51%	194	24%
Bus Lane	371	47%	227	29%
Tram	325	41%	244	31%
Guided Busway	203	26%	326	41%

The percentages in this table are derived using the total number of respondents of 796 people, as the questionnaire allowed people to respond to each concept. In order to simplify the table both “neutral” and “prefer not to say” responses have been removed.

Figure 8: Responses to Q3 Level of support for each concept presented



Respondents to the questionnaire were asked to what extent they supported each of the five concepts presented. The data shows the greatest level of support is for the dual carriageway option, which also received the lowest number of respondents who do not support the concept. Train and bus lanes also received good levels of support at just over 50% and just under 50%, respectively, of respondents supporting these. Tram was supported by 41% of people and guided bus received the lowest level of support at 26%.

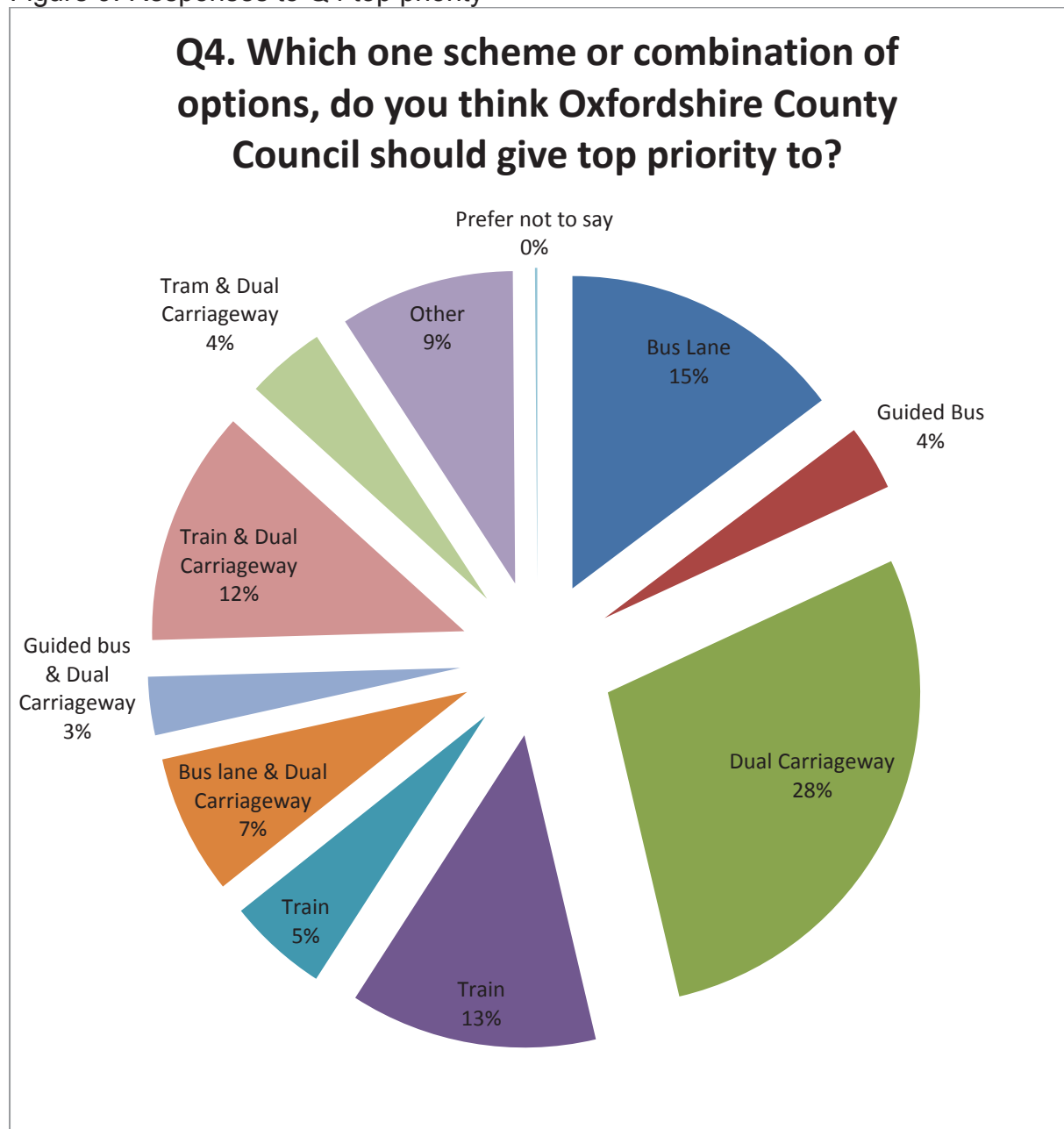
Q4. Which one scheme or combination of options, do you think Oxfordshire County Council should give top priority to?

Table 11: Responses to Q4 top priority

Concept Option Presented	Number of responses who selected option as top priority:	Percentage of total respondents:
Dual Carriageway	234	29.40%
Bus Lane	122	15.30%
Train	106	13.30%
Train & Dual Carriageway	101	12.70%
Other	75	9.40%
Bus lane & Dual Carriageway	60	7.50%
Tram	43	5.40%
Tram & Dual Carriageway	34	4.30%
Guided Bus	28	3.50%
Guided bus & Dual Carriageway	25	3.10%
Prefer not to say	1	0.10%
Total*	829	104.10%

**The percentages in this table are derived using the total number of respondents of 796 people. The totals exceed 796 responses as a few respondents selected more than one item, although most selected one as instructed.*

Figure 9: Responses to Q4 top priority



From the figures and tables above it is clear to see that there is a strong desire for a dual carriageway among respondents. The train and a bus lane options also attract high levels of support. The Guided Busway and Tram options are not preferred.

The options that were a combination of public transport options and road improvements may have split support of individual schemes so that it is difficult to attribute them to any single mode. However, they do show an overall desire for investment in road and public transport.

6. Comments received about the proposed schemes

Respondents were given the opportunity to explain in their own words the reasons for their choice, as well as providing other comments. Below we shall explore some of the comments and themes from the top three options of Bus lane, Dual Carriageway and Train as well as highlight some other options put forward and some recurring themes. A fuller summary of comments received is available in appendix 3 and 4.

Dual Carriageway

Comments in support of dualling include: the increased benefit for all road users including public transport; the easing of congestion; the lower cost in comparison to other options; the easing of pollution caused by traffic jams and stop start traffic; less impact on village routes currently used as alternatives due to congestion; most of the whole of the A40 is dualled and therefore keeping a bottleneck on the approach to Oxford encourages congestion; business and investment will benefit from shorter commuting times.

Comments against the provision of a dual carriageway include: public transport options need to be more appealing than the car to reduce congestion; dualling will move congestion to the suburban roads; very damaging for the community and wildlife; it would incentivise the transfer of trips from public transport to private car; further on-line improvements such as the North of Oxford bypass and other measures along the A40 corridor would be needed at great capital and environmental cost

Bus Lane

Comments in support of the bus lanes included views that bus lanes: would encourage mode shift from car to bus, as the bus would pass queueing traffic; are presented as the most cost effective and financial viable option; would improve journey times, making journeys quicker and journeys by bus would become more reliable; lower environmental impact than other options presented, and may improve air quality by reducing emissions.

Comments received against the provision of bus lanes included: concern over the environmental impact of bus lane; partial bus lanes will not encourage mode shift; bus lanes don't address commercial traffic issues; bus lane option is too expensive and not sufficient.

Other comments:

- Bus lanes should start at Witney.
- A tidal bus lane should be considered
- A park and ride should be located at Witney
- Need dedicated buses to Oxford, hospitals and Science Parks

Train

Comments in support of the train option include: railways bring jobs and opportunities, especially to those living in Witney, who work in London (and Oxford); looks to future growth – a modern mass transport system is required; reduce number

of cars on the A40 through commuters using the train; would dramatically increase investment in the area and the value of living here; would make more sense to re-open old railway line, as less ecological impact; greater number of passengers can be carried than other options.

Comments received against the provision of the Train route include: expensive; many commuters do not live near public transport stops or are commuting to them and therefore have to use non-public transport options (car); train option is not good as it wouldn't go into centre of Oxford and there is limited capacity already on the rail network.

Other Options Suggested by Respondents

- Monorail
- Trolley bus – powered via electric overhead cables
- Train and Bus Lanes* (or any two public transport systems)
- Smart Card payment system for Swinford Toll Bridge
- Congestion Charging for Oxford
- Tin Hat first
- A40/A44 link road (or A40/A34 junction)

Re-occurring themes

Irrespective of a respondents views of the concepts presented a number of themes re-occurred in the comments.

- Houses should be built close to where people work
- Longer distance traffic using the A40 will not utilise public transport schemes
- Disappointment that cycling did not feature in the consultation including a lack of mention of the B4044 community cycle path between Eynsham and Botley
- The need for flexibility for direct buses to serve a range of destinations in East Oxford and other locations
- Some said that car users already currently park in Eynsham and board the bus to Oxford
- The importance of the future delivery of an A40/A44 link road (or A40/A34 junction)
- The importance of retaining and improving the current A40 cycle route
- Desire not to progress options that might preclude long term reinstatement of the railway line.

The snapshot of the 'comments' from respondents on the main options of dual carriageway, bus and train show a real insight into the reasoning behind responses. There seemed to be a real awareness from respondents around issues like congestion, environmental impact, rural locations and ultimate destinations. There were also a lot of comments in support of a combined approach of a dual carriageway plus public transport option as good ground between alleviating current congestion and commuting times while also planning for future growth.

In addition to the comments received from the questionnaires we received a number of responses from a range of organisations, including Parish, Town and District Councils, land owners, organisations promoting scheme options such as Monorail and SkyCabs, as well as organisations representing community groups, societies and charities. A summary of these responses is available in appendix 4.

These responses provide a wealth of opinion and technical information which will be considered as the Investing in the A40 long term strategy is taken forward.

Appendix 1: Investing in the A40 consultation questionnaire

Investing in the A40 – Long Term Solutions

Consultation Feedback Form

Q1. What is your most regular mode of transport for trips along the A40?
(Please tick one option)

- ☐ Car (as a driver or a passenger)
- ☐ Car to Oxford Park and Ride, then bus or coach
- ☐ Bus
- ☐ Motorcycle/Moped
- ☐ Bicycle
- ☐ Van
- ☐ Lorry
- ☐ Other (Please specify)

Q2. Where do you live? Please provide your postcode:

Q3. What are your views on each option?
(For each row, please tick one box)

Scheme	Do not support at all	Neutral	Tend to support	Strongly support
Bus Lane				
Dual Carriageway				
Guided Busway				
Train				
Tram				

Q4. Which one scheme or combination of options, do you think Oxfordshire County Council should give top priority to?

(Please tick one box)

- ☐ Bus Lane
- ☐ Guided Busway
- ☐ Dual Carriageway
- ☐ Train
- ☐ Tram
- ☐ Bus Lane and Dual Carriageway *(Would require additional land & extra cost)*
- ☐ Guided Bus Lane and Dual Carriageway
- ☐ Train and Dual Carriageway
- ☐ Tram and Dual Carriageway
- ☐ Other combination, if so please state:

Q5. What are your reasons for your choice of option to prioritise?

Q6. If you have any other comments about identifying a long-term strategy for the A40, please write them here:

About you

It would be helpful to know a bit about you so we can check whether views differ across the communities we serve.

Please note that this section is optional and you don't have to complete these questions if you don't want to. If you would prefer not to answer any of these questions, please tick the 'prefer not to say' box so that we are aware of your choice.

Any information provided is governed by the Data Protection Act 1998 and will be treated as strictly confidential.

Q7. How are you responding to this consultation, as a..?

- ☐ Member of the public living in Oxfordshire
- ☐ Member of the public living outside of Oxfordshire
- ☐ Councillor
(Please give your name and the Council and area you represent below)
- ☐ Representative of a group or organisation
(Please specify the name of group/organisation and your role below)
- ☐ Other *(please specify)*

Personal details

Q8. Gender: ☐ Male ☐ Female ☐ Prefer not to say

Q 9. Age: ☐ Prefer not to say

Q 10. Employment status (tick one):

☐ Employed ☐ Self-employed ☐ Unemployed ☐ Student

☐ Looking after home ☐ Retired ☐ Other

☐ Prefer not to say

Q 11. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Include problems related to old age).

☐ Yes, limited a lot ☐ Yes, limited at little ☐ No

☐ Prefer not to say

How to Respond:

- Fill in this form today and place in the box provided
- Send by post to:

Investing in the A40
FREEPOST
OXFORDSHIRE COUNTY COUNCIL

(No further address details required)

- Online at www.oxfordshire.gov.uk/A40

Thank you for taking the time to complete this form.

Appendix 2: The options presented as part of the consultation

CONNECTING
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INVESTING IN THE A40

Welcome to the exhibition

The A40 is used by over 30,000 vehicles each day and is the main route linking the M40, Oxford, Cheltenham and South Wales.

This exhibition puts a spotlight on the A40 corridor. It sets out both what we are doing now to improve journeys for people and businesses who rely on this route, and why we need to attract further investment.

We have set out a range of options for the long-term future of the A40 corridor, including possibilities for buses, cars, trains and trams. We need your views on these options now, so that we can be ready to bid for future funding opportunities from government as they arise.

If you have any questions as you go round, please talk to a member of the project team who are here to help.



CONNECTING OXFORDSHIRE

BACKGROUND

Oxfordshire is a prosperous and vibrant county, combining a successful, thriving economy with a high quality environment. Current forecasts are for over 85,000 new jobs and 100,000 new homes in the county by 2031.

This growth will have a significant impact on our transport network, with an ever increasing number of people and goods needing to use it. We cannot simply rely on small, short-term solutions; more radical solutions are required.

Connecting Oxfordshire, our new Local Transport Plan, was agreed in September. The key objectives of Connecting Oxfordshire are to:

- Support jobs and housing growth and economic vitality;
- Reduce transport emissions and meet our obligations to Government;
- Protect, and where possible enhance Oxfordshire's environment and improve quality of life; and
- Improve public health, air quality, safety and individual wellbeing.

Why we need to improve the A40

The A40 is a single carriageway road and on the section between Witney and Oxford, between 23,000 and 30,000 vehicles currently use it each day, which is above the road's capacity.

Congestion on the road causes daily problems for road users and has been described by business leaders as one of the biggest barriers to economic growth and prosperity in West Oxfordshire.

The quality of life for residents, and future economic prosperity of this part of Oxfordshire - key objectives for our Local Transport Plan - are threatened unless a suitable, long-term solution for the A40 corridor is found.

This solution is likely to involve a combination of road and a public transport improvements.

CONNECTING OXFORDSHIRE

LOOKING TO THE FUTURE

Oxfordshire County Council is committed to finding a long-term strategy to tackle current and projected congestion on the A40.

As part of this strategy we want to:

- Improve travel times and journey reliability along the A40 corridor, particularly between Witney and Oxford
- Stimulate economic growth, in line with the Oxfordshire Strategic Economic Plan
- Improve safety and reduce environmental impacts such as air pollution and noise along the A40 corridor

What next for the A40?

The next boards present a range of options for the long-term future of the A40 corridor, including possibilities for buses, cars, trains and trams. These options have been developed by the council in consultation with local residents, community representatives and businesses.

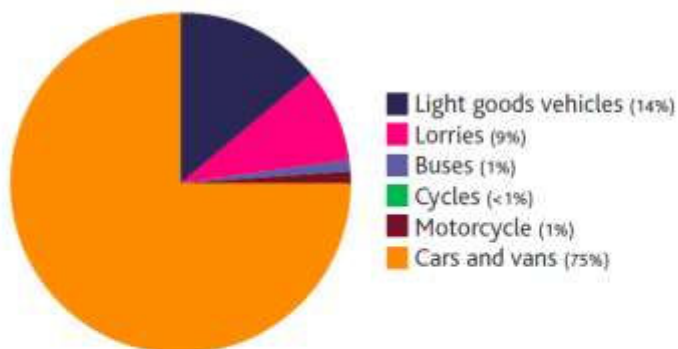
While they are presented as distinct options, a combination of schemes could be taken forward.

We invite you to share your views on the options presented.



WHO USES THE A40?

The diagram below shows a snapshot of car journeys travelling eastbound along the A40 between Cassington and Wolvercote during the morning peak.



Although the A40 is a strategically important road, most of the peak time traffic is locally based. Although there is a higher than average proportion of light goods vehicles and lorries, the road is still dominated by cars and vans.

AGREED INVESTMENT IN THE A40 UP TO 2025

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- A** Access to Carterton
Improvements to the B4477 and western facing slip on the A40 at Wester Lovell - subject to funding
- B** Access to Witney - Diverses Road
New junction at Grade roundabout
- C** Access to Witney - Ducklington Lane
Junction capacity and safety improvements of junction with Ducklington Lane and Station Lane - completed in 2014
- D** Access to Witney - Shore's Green
New western facing slip at Shore's Green
- E** Harborough Mutton
Rise Great Western has applied for funding to expand the car park, provide a bus/rail interchange and improve passenger facilities at Harborough Station
- F** A40 Park & Ride
New A40 Park & Ride (location to be determined)
- G** A40 Junction Improvements
Junction improvements to A40 at Eynsham and Cassington - part of Local Growth Fund Scheme
- H** A40 Bus Lane
New bus priority measures - part of Local Growth Fund Scheme
- I** Bus Priority at the Swinstead Rail Bridge
New bus priority scheme on Oxford bound approaches to Swinstead Rail Bridge, Eynsham - part of Local Growth Fund Scheme
- J** A40-A44 Strategic Link Road
New road linking A40-A44, bypassing Wolvercote roundabout and providing a link to the A34 and Oxford Parkway Station from West Oxfordshire
- K** Northern Gateway Site Link Road and A40/A44 Junctions
New infrastructure to access development and also provide a more direct link to Peartree Park & Ride and A34
- L** Oxford Parkway Station
New rail station next to Water Eaton Park & Ride providing direct rail links between Oxford and London Marylebone - opening autumn 2015
- M** Carterton & Wolvercote Roundabouts
Junction improvements to Carterton and Wolvercote roundabouts - work starts summer 2015
- N** Access to Headington Scheme
Junction and road improvements to reduce congestion and improve access to the hospitals in Headington
- O** Headington Roundabout
New bus priority measures - completed March 2015
- P** Separation of Thamehill Park & Ride
Car parking capacity increased by 300 spaces, new A40/London Road, bus priority and cycle improvements - completed summer 2015
- Q** A34 Improvements
Highways England is planning improvements to the Fosseway and Botley interchanges and improved driver information on the Trunk Road by the end of 2019/20. The A34 around Oxford is included in the wider Oxford-Cambridge Expressway study, which could reduce pressures on A40 by providing an alternative route for some trips

OXFORDSHIRE
COUNTY COUNCIL

A40 BUS LANE

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Approximate cost £50 million

This option involves building 3 metre wide bus lanes on the existing verges between Witney Bypass (Shores Green) and the Duke's Cut canal bridge in both directions. The bus lanes will be separated from the general traffic lanes by a 1 metre buffer. Use of the bus lanes will normally be restricted to buses but could also be used by emergency vehicles, and by other traffic when necessary.



Features

- 1 High frequency bus services serving a range of origins and destinations
- 2 Delay free bus journey from Witney to north Oxford
- 3 11 minute journey time from Shores Green to Wolvercote
- 4 Easily serve possible Park and Ride to the north of the A40
- 5 May need to be considerable clearance of verge side trees and other vegetation to create space for bus lanes
- 6 Predominantly used within the highway boundary, therefore minimal land needs to be acquired. Although additional land may be required for tree planting to screen the A40
- 7 Minimal physical impact on Oxford Meadows Special Area of Conservation
- 8 Could be extended to junction with proposed A40-A44 Strategic Link Road, but at considerable additional cost
- 9 Builds on from the proposed A40 Science Transit bus lane scheme, reducing the cost by £15 million

GUIDED BUSWAY



Approximate cost £165 million

This option involves installing a two-way guided busway track to provide a new route from Witney to Oxford using specially adapted buses. The proposed route would use the line of the old railway from Witney to Cassington, except in Eynsham where buses would use the roads through the village. The route would continue with a guided busway alongside A40 to Duke's Cut canal bridge.

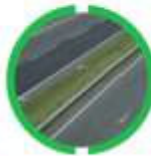


Features

- High or Medium frequency buses serving a wide range of origins and destinations
- Time savings of up to 15 minutes for guided bus users at peak times from Witney to Oxford
- 12 minute journey time from Ducklington to Witney
- Use of old railway corridor would require considerable land acquisition
- May need to be considerable clearance of verge side trees and other vegetation to create space for guided busway on the A40
- Probably impact on the vegetation, wildlife habitat and land uses along the line of the old railway
- Old does not include widening or replacing the existing railway and canal bridges at Duke's Cut, where buses will merge into the general traffic lane
- Should be minimal physical impact on Oxford Meadows Special Area of Conservation
- A guided busway uses new track provided for the exclusive use of compatible buses. Buses are specially adapted to use the busway but can also use ordinary roads

www.oxfordshire.gov.uk/connectingoxfordshire

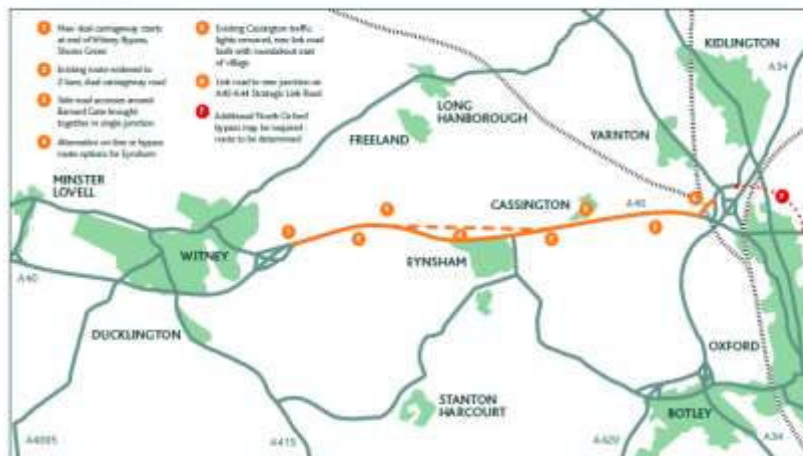
A40 DUAL CARRIAGEWAY



Approximate cost £120 million

Additional £100 million may be required for 'North Oxford' bypass

This option involves widening the A40 to 2-lanes in each direction separated by a central reservation barrier. The A40 Dual Carriageway would follow the existing road and would require significant alterations to junctions at Barnard Gate and Cassington to provide safe access. The Dual Carriageway central reserve would prevent certain movements and restrict direct access in some cases.



Features

- Dual Carriageway benefits both freight and passenger vehicles (buses, cars, lorries etc.)
- Estimated journey times (without delays inc. at North Oxford junctions) of 3 minutes from Eynsham to Witney roundabout and 7 minutes from Witney to Witney
- No priority for buses and removal of A40 Science Transit bus lane scheme
- Could easily serve possible Park and Ride to the north of the A40 at Eynsham, although no bus lanes would limit the appeal to users
- May need to be considerable clearance of verge side trees and other vegetation to create space for dual carriageway
- Possible adverse impact of Oxford Meadows Special Area of Conservation due to potential encroachment on protected land
- Considerable land acquisition needed along the length of the route, for both widening and junctions, particularly if the alternative Eynsham bypass is pursued
- May require an additional 'North Oxford' bypass to provide a high standard through route, would require an additional £100+ million investment
- May encourage additional car trips to Oxford which would require extra parking to be provided within the city
- May encourage traffic growth which could reduce benefits of dual carriageway in future years

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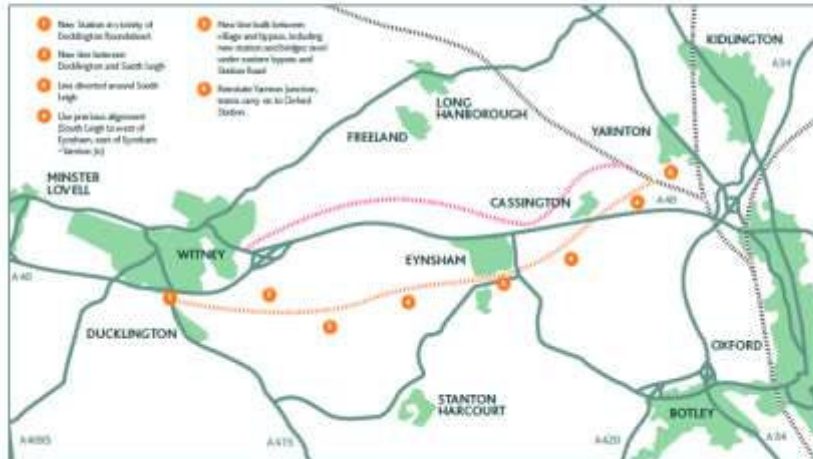
WITNEY – OXFORD TRAIN

**CONNECTING
OXFORDSHIRE**



Approximate cost £285 million

This option involves building a new single-track railway line, with double track running through stations providing two platforms and allowing the opportunity for trains to pass each other. Trains would run from south of Ducklington roundabout to join the line of the old railway near South Leigh, then pass between Eynsham and B4449 before joining the Cotswold Line at Yarnton, where trains would carry on to Oxford Station.



Features

- 1 Journey time from Witney to Oxford approximately 17 minutes.
- 2 Single track would only allow up to 1-2 trains per hour in each direction, due to limited opportunities to pass each other.
- 3 Stations would require adequate car parking to act as Parkways.
- 4 Would require considerable land acquisition, including through Cassington Quarry.
- 5 There will be an impact on the vegetation, wildlife habitat and sandpools along the route.
- 6 Trains could be extended run from Oxford Station to Littlemore and Cowley using Cowley Branch Line for passenger services.
- 7 Provides bus connections at Oxford Station to wider range of local destinations, and access to national rail network.
- 8 Bridges needed to avoid building level crossings on Station Road, Eynsham and B4449 Eynsham bypass road line would need to be diverted to avoid impacts in South Leigh.
- 9 The railway lines through Oxford may not have sufficient spare capacity to allow more frequent services to run.
- 10 Proposal needs to be economically viable for Network Rail and a Train Operating Company.
- 11 Possibility that an alternative route (shown in red) could run north of A40, from near Oxford Hill at Witney to Yarnton. This would cost a similar amount and may be less disruptive to build but it would however preclude any future extension to Carterton.

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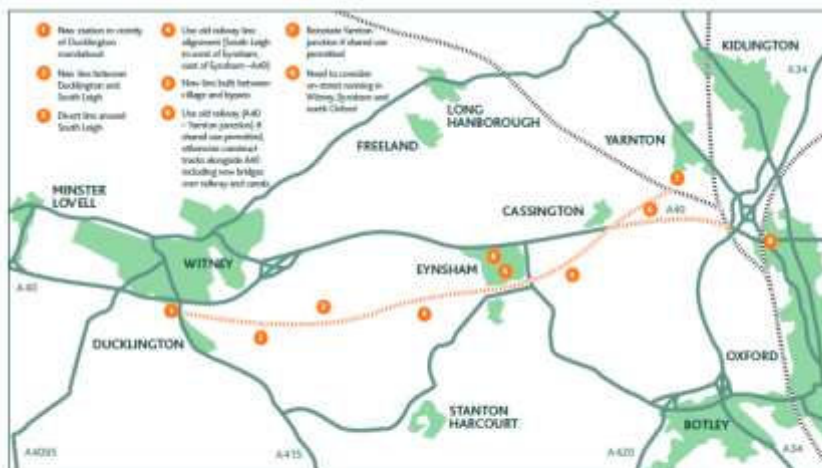
WITNEY - OXFORD TRAM

**CONNECTING
OXFORDSHIRE**



Approximate cost £240 million

New double track, light rail line linking from south of Ducklington roundabout to the old railway line at South Leigh then using the railway alignment to Eynsham, where a new line would be created between the village and the southern bypass. From close to Siemens the line would follow the old railway line to A40. At the A40 the line would either continue to a railway junction at Yarnton, if a joint tram-train operation was permitted, or continue alongside the A40 toward Oxford.



Features

- 1 Journey times from Witney to Oxford 20-25 minutes.
- 2 Double track allows 4 trains per hour in each direction but the railway lines through Oxford may not have sufficient spare capacity to allow such frequent services to run.
- 3 From stops would require adequate car parking to act as Parkways.
- 4 Would require considerable land acquisition, including through Cassington Quarry.
- 5 There will be an impact on the vegetation, wildlife habitats and sandpools along the route.
- 6 The railway authorities may not permit joint tram-train operation, as this would be the first in the UK.
- 7 An alternative route would be along the A40, but this would require either a terminus to be provided in North Oxford, or on-street running to Oxford City Centre at considerable extra costs (£100m+).
- 8 Provides connections to local bus services at Oxford Station and access to national rail network.
- 9 Proposal needs to be economically viable for operating company.

www.oxfordshire.gov.uk/connectingoxfordshire

CONNECTING OXFORDSHIRE

NEXT STEPS

Thank you for coming to the exhibition.

Have your say

Please give us your views. Either:

- Fill in a copy of the consultation feedback form that is available at this exhibition and post it in the box provided
- Read a copy of the proposals online and fill in the survey form at www.oxfordshire.gov.uk/A40

The deadline for giving your views is Sunday 8 November.

What happens next?

The feedback from this consultation will inform a discussion by Oxfordshire County Council's Cabinet in spring 2016 on the long-term strategy for the A40. This will put the council in a strong position so that we can move quickly with a bid for government funding when opportunities arise.

In the meantime, we will be developing our ideas for the Local Growth Fund Scheme – A40 Science Transit and we expect to be able to share these proposals in autumn 2016.



Appendix 3: Summary of comments received from the questionnaire

Summary of comments received, to question 5, from people who selected Bus Lane as top priority in question 4

Top Priority Bus Lane – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Public transport / Bus priority	<ul style="list-style-type: none"> • The best prospect of practicability and cost effectiveness for the medium term lies in extending the bus lanes and associated priority measures along A40 • Bus is the better option as making the road dual carriageway will encourage more people to drive and the alternative schemes are too expensive • Public transport is the key mechanism to deliver more connected and compact cities • The bus has to be a better alternative to the car to get people to use the service • Buses can carry 90 passengers per bus and is only the length of 3 cars • Bus lanes are more sustainable • Better public transport options • Priority should be given to public transport • If buses had priority, more people would use them • There is already a crucial need for bus lanes on the A40 to cope with current traffic
Serve variety of destinations	<ul style="list-style-type: none"> • Bus lanes will bypass the queue of cars and provide some flexibility in destinations • Bus lanes allow flexibility for onward journeys • Ability to stay on one mode of transport until the end of the destination
Ease of construction / deliverable	<ul style="list-style-type: none"> • Bus lanes are deliverable • A bus lane would cause the least disruption • The bus lane scheme is the most likely to happen. • It has the potential to be introduced in phases and still have an impact even if not all of the funding is available.
Cost effective / viability	<ul style="list-style-type: none"> • The cost of a bus lane is cheaper than the other schemes. • The bus lanes are the most viable option • Minimum likely cost to the tax payers • Bus lanes offer the best value for money • Bus lanes (vs the other schemes) can be implemented quicker
Environmental / Visual impacts	<ul style="list-style-type: none"> • Concern over the visual impact of the bus lane on the rural scene • The environmental impact of the bus lane will be less than the other schemes • Bus lanes result in less air and noise pollution • All of the other schemes eat into the countryside

	<ul style="list-style-type: none"> • The bus lanes will have a lower impact on the local wildlife • Less need to require extra land
Improve congestion / Journey time	<ul style="list-style-type: none"> • If buses continue to remain in congestion it will not encourage people to change how they commute • Buses currently sit in long queues of traffic • Bus lane would reduce car traffic on the A40, improve travel times between Witney and North Oxford and cost less than the other options • Bus lane would get people from Western Oxfordshire into Oxford efficiently • Bus lane would speed up the non-car commute option • Bus lanes would help to reduce travel times • Effective at reducing the traffic • Bus lanes are the • best option for travel into Oxford as Oxford cannot cope with more traffic • Reduce the number of cars on the A40 by modal shift to buses • Bus lanes will make journeys quick and easy • Bus lane will have a positive effect on peak time travel • Can plan journeys more accurately • Bus times would become more reliable
Impact on commercial traffic	<ul style="list-style-type: none"> • Bus Lane is the second best option as it would not cater for small businesses, delivery and commercial traffic as well as those travelling beyond Oxford.
Bus lane location/routes	<ul style="list-style-type: none"> • The bus lane must start at Witney • A partial bus lane for part of the journey will not encourage people out of their cars • A tidal bus lane could go down the middle of the A40 for both directions depending on the time of day • Only worth implementing if it goes all the way to Witney • Bus lane and the park and ride should start at Shores Green
Park and Ride	<ul style="list-style-type: none"> • Park and Ride at Eynsham will be made use of • The bus lane will encourage people to use the park and ride
Other comments	<ul style="list-style-type: none"> • A bus route is the only option that will make a difference in the short to medium term. • A bus lane (like the other suggested schemes) is too expensive and not sufficient • Bus lane is the only realistic option as most of the traffic on the A40 is travelling into Oxford area • The bus lanes can only work if the buses travelling along them are at a reasonable cost to the passengers • The development of the bus lanes should take into account the growing commuter town of Carterton • Bus lanes now do not preclude other options in the future • The bus lane is the best option for delivering the stated objectives of supporting economic vitality, reducing transport emissions and protecting Oxfordshire's environment, improving public health, air quality etc.

Summary of comments received, to question 6, from people who selected Bus Lane as top priority in question 4

Top Priority Bus Lane – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Public transport	<ul style="list-style-type: none"> All alternatives to the car need to be both considered and implemented There should be a choice in public transport with faster times and fewer stops The bus lane needs to provide a way for buses to reach the east of Oxford to access the universities and hospitals without queuing for long periods of time or having to swap to another mode of transport
Park & Ride	<ul style="list-style-type: none"> A new Park and Ride should be situated at Witney The bus lane must be paired with the park and ride
Connectivity	<ul style="list-style-type: none"> Dedicated connectivity into Oxford, hospitals and Science Parks is needed The bus lanes do not help those heading to anywhere other than Oxford town centre
Funding	<ul style="list-style-type: none"> The bus lane option is the only one that matches the allocated money
Improve journey time	<ul style="list-style-type: none"> Bus lane will allow people to make quick return journeys
Other comments	<ul style="list-style-type: none"> Incentivise commuters to use the existing bus services as currently they are infrequent and unreliable

Summary of comments received, to question 5, from people who selected Guided Bus as top priority in question 4

Top Priority Guided Bus – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Public transport	<ul style="list-style-type: none"> All alternatives to 'car' need to be both considered and implemented, including a cycle solution, as congestion at Oxford remains inevitable. A totally segregated mode is required to reach central Oxford from Witney. A guided busway has the lowest upfront cost, but it absolutely needs a 100% segregated route through Oxford and proper bus terminals to avoid paying on the bus. A tram is my personal favourite, as it would have the rail-effect in rider-ship and is the most comfortable means of travel. It requires strong

	<p>collaboration with a continental town with experience on tram-rail, to learn from their best practices.</p> <ul style="list-style-type: none"> • The infrastructure needs to be two way, both into Oxford and from Oxford. People will not want to get to work quickly, just to have to sit on a bus to get home, stuck in traffic. • I journey by bus most working days. Options to improve bus journeys are more attractive than those helping car drivers. Tram and trainline seem like white elephant and inflexible. • The A40 is so congested that the s2 is not a viable bus service. Dual Carriageway will help in the short term, but long term, we must get people out of their cars. All the congestion and parking issues will remain in Oxford, even if cars get there quicker. Promote and prioritise public transport, so people will use it. • Most traffic is either workers or school traffic into city centre. Getting vehicles there faster just moves bottleneck further down the road and restricted parking in city does not help. Cheaper faster hassle free bus service eases congestion and parking/ vehicles in the city centre. • Guided Bus doesn't encourage additional vehicle traffic but increases carrying capacity, minimal impact on locals. • Guided bus provides more frequent services, easier to get to the departure location (bus from villages can connect, as well as within Oxford). Environmentally more sustainable. Will lead to fewer cars on A40, whereas additional carriageways will increase traffic. Option to connect in Witney, as opposed to adding another P&R option there (park car, take train, then switch to public transport). Smoother and less broken-up journey. Would be best if the guided bus would be able to transport bikes! • Encourage the use of public transport that is quick and efficient (Cambridge have succeeded in doing this already!) • Reduced journey times and an attractive alternative to cars. Judging from experience of trams in other cities setting up a guided busway/tram system moves people out of cars. The danger with the dual carriageway which is initially attractive on cost is that it will increase the number of journeys to Oxford and then produce impacts in the city. • This option [Busway] both gives priority to public transport but also allows feeding into and off the busway by buses being able to use normal roads for that purpose. If executed well, this should dampen demand from car use. In the longer term one can envisage the opportunity to provide electric power to the buses while on the busway via tram-style connectors.
Make full trip by bus	<ul style="list-style-type: none"> • Guided Bus seems most practical as a dual carriageway will not discourage car use, people will drive to a station for a tram or train, but with a guided bus way, the bus can make the whole journey. • Guided Bus is the most flexible public transport option, as enables a spread of bus routes (Carterton, Charbury, Bampton) to use the fast route option. Could easily combine with park and ride buses, but should also go to different parts of Oxford
Reduce congestion / Improve traffic flow	<ul style="list-style-type: none"> • Guided Bus does not encourage additional traffic, as a Dual Carriageway would. Cheaper option, more likely to be built. But, how does busway get past Siemens factory at Eynsham (built on old rail link)? • Not convinced that a duel carriageway on its own would solve anything • More road widening will produce short-term benefit, if any. Public transport is the key mechanism to deliver more connected and compact cities; cars deliver the opposite. • Making the A40 a dual carriageway for cars is the worst option, as it would be crazy, since it would encourage more cars to use the road. • Providing a Dual Carriageway will just add to the traffic at Wolvercote and is not a sustainable option • To remove most of the continual daily stream of traffic on the A40.

	<ul style="list-style-type: none"> • Dual carriageway simply moves the congestion to north Oxford. • Need to take traffic away from A40 not add to it. I live very close to the A40 so am concerned about the loss of verges which will bring the traffic even closer. • Against dual carriageway; bus schemes appear to provide best journey times and capacity.
Implementation / Costs	<ul style="list-style-type: none"> • Bus lane only caters for 1% of traffic. Adaption of present bus lane or dualling, causes major disruption in the period of building. Train or tram very expensive. Guided busway appears to work very well in Huntingdon - Cambridge, with buses able to use existing roads to extend routes. Causes very little disruption to present traffic during the period of the build. Good value. • Guided Bus is the most sensible, cost effective option. A train would be the most desirable, but potentially prohibiting in terms of cost. • Tram and train are extremely costly and unaffordable; bearing in mind that funding has not yet been identified. It is highly likely that the only credible option is a bus lane, but if this could be guided then even better. • Guided Bus is most likely to give lasting benefit, for moderate cost. Little benefit in just increasing car capacity. • Guided bus sounds the most effective for the costs involved.
Cycling	<ul style="list-style-type: none"> • Guided busway on southern route does not impinge on north Eynsham or cycle paths. Bus lane is useless unless going to Oxford city centre and there simply isn't room while preserving cycle paths. Bus lanes will suffer from or cause congestion unless bridges are widened to accommodate them. Trains/trams may not be viable and would be not be frequent enough
Other comments	<ul style="list-style-type: none"> • The Waterways site off Woodstock Road, has a way leave through the site, which was reserved for a guided busway. It was intended to be along the A40 from Witney, down Woodstock Rd (or through the estates), finishing at the station. Has this been considered? • Less impact on the environment.

Summary of comments received, to question 6, from people who selected Guided Bus as top priority in question 4

Top Priority Guided Bus – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Land use planning / Strategic planning	<ul style="list-style-type: none"> • Integrated development with transport planning to create shorter journeys, and to maximise benefits of the public transport.
Public transport	<ul style="list-style-type: none"> • There should also be a choice in public transport with services providing fast routes and fewer stops, as well as serving all the stops. • A dual carriageway will solve nothing, due to the traffic jams at Wolvercote of people trying to get to Oxford by car. One should actively pursue a deal with Chiltern Railway, for discounted travel into Oxford for users of the Peartree park and ride. • If choosing between rail and tramway, rail seems the better for the long-term. BUT I would worry about capacity issues at Oxford

	station. <ul style="list-style-type: none"> • A reliable fast, efficient, regular, affordable (cheaper than existing park and ride + bus travel pricing) service needs to be put in place. Train is always expensive so that just leaves bus or tram. • Bus lanes need widened bridges. • Longer term Witney needs a train station.
Park & Ride	<ul style="list-style-type: none"> • Idea of a P&R IS NOT SENSIBLE. I WOULD NOT USE IT AS A CAR DRIVER, as it would be more practical for me to take the bus the whole way from Witney or just drive the whole way. Whatever is chosen, must be affordable for commuters. • Park and ride at Eynsham is a very bad idea. It should be at Witney. It would do nothing for traffic congestion on single-carriageway road between Witney and Eynsham. • Please avoid a park and ride at Eynsham. It would exacerbate traffic at Eynsham, esp. at peak times. Stop more building until we have sensible infrastructure. • P&R strategy of the CC is fundamental to these proposals. If the plan is to shift car users from Peartree to Eynsham, early dialogue is required with the bus companies to decide the optimum service pattern for Eynsham P&R to be an attractive proposition. • P&R at Eynsham has never been consulted on - it should be nearer Witney and certainly before the end of the existing dual carriageway to reduce congestion. Eynsham site increases B4490 traffic with priority over A40 at roundabout!
Connectivity	<ul style="list-style-type: none"> • Important that whatever method of bringing people in should deliver them to both the P&R to connect with the existing system. • Better public transport links are the way forward, but please think about people get to the stops from home, and then on to their final destinations. Driving a car to Witney to then get on the bus to Oxford is illogical - people will just drive on down the A40 as normal. Local buses from the villages into Witney are infrequent and unreliable. So we need an integrated strategy. Will we be able to get bicycles on to the buses? If not will there be secure bike storage at some stops and in Oxford?
Cycling	<ul style="list-style-type: none"> • All new roads must have safe, segregated cycle provision. • Disappointed that no mention of cycle lanes, either in terms of providing better maintenance, nor providing parking areas along the A40, where one could park and cycle from. Anyone that lives more westerly than Witney would be taking great risks cycling along the A40. Car parks at Witney, Eynsham and Cassington to park and cycle from. • INVESTMENT IN CYCLING (parking, lanes). • Cycle lanes both ways MUST be kept/improved (dangerous cycling against oncoming headlights after dark) and need 2m separation from fast vehicles.
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Big delays seem to be caused by accidents at Barnard Gate. Measures to reduce these would be useful. • A40 needs more carriageway space. Schemes elsewhere show that people will not abandon their cars. Stealing a lane for buses will anger everyone. • Plan for car increase now and build a dual carriageway. More cars into Oxford = more prosperity. • The A40 /A44 link road is a must too as part of the northern gateway. • This is a refreshing opportunity for us to make a real change to the A40, but you must listen to commuters. The dual carriageway is just not a long term option. Many people will say dual carriageway, as they do not understand the implications of one. • Dual carriageway on existing line past Eynsham is unacceptable on noise grounds.

	<ul style="list-style-type: none"> The main alternative of making more dual carriageway will fuel demand from cars and soon require the additional extension, making that option cost GBP 220 mn.
Innovative modes / Other options	<ul style="list-style-type: none"> Direct, frequent Witney to Hanborough bus to connect to an improved train service to Oxford. Bus lane and guided busway. Monorail to be considered also, Monorail would be fast, efficient and have much less environmental impact.

Summary of comments received, to question 5, from people who selected Dual Carriageway as top priority in question 4

Top Priority Dual Carriageway – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations / expand network	<ul style="list-style-type: none"> Use for national and local journeys It means I can still get on a bus in Carterton and get to work in Oxford without having to change to a second form of transport e.g. car to Witney to pick up tram or train, as I would assume the terminus would be at Witney. It is the only one that hits more than one target - Oxford city centre commuters, Oxford periphery commuters and also the 28% of users that are through traffic. There is no public transport to and from our village. A dual carriageway would also benefit those who are travelling further afield on the A40 from places such as Gloucestershire Recognition that the nature of modern living requires point to point transport requirements.
Routing / Choice of routes	<ul style="list-style-type: none"> One east bound lane between Eynsham and the Duke's Cut canal bridge could be designated for bus priority. If/when the problem of congestion in North Oxford is resolved the bus priority lane could be removed to allow the Dual Carriageway to function normally. This bypass needs to be further north than proposed- the 1991 Department for Transport proposed route Cassington suffers as a rat run, with large volumes of traffic using it to get to the A44. The dual carriageway option states that the access to Cassington would be relocated to the east of the village and this would solve the congestion at peak times. At the moment, friends and family will not turn right at Barnards Green to Witney. Most drive to Eynsham roundabout and then turn back towards Witney. System to separate A40 traffic at North Oxford to prevent delays due to rise of local and through traffic.
Meets needs of variety of users	<ul style="list-style-type: none"> Many people using the A40 do not want to go into central Oxford. Some go to the hospitals and schools etc. Because 90% of peak hour users are evidently commuting or on school runs and about three-quarters of these would be unlikely to use a bus/tram/train since they're very unlikely to want to all go into north or central Oxford. People might be persuaded to use one bus or train, but then having to transfer to another..? Since we as taxpayers will be footing the bill, the eventual benefit should be for as many as possible.

	<ul style="list-style-type: none"> • Only option for those workers at the hospital who work 13 hour shifts! • Most appropriate for all road users.
Reduce congestion / Improve traffic flow	<ul style="list-style-type: none"> • I do not think a train will alleviate the current congestion. At least a dual carriageway would allow the free flow of traffic, if the junctions were suitably controlled. • Reduce traffic congestion and improve traffic flow • Easing traffic flow between the A40 and the A44, so as to alleviate the A4095 rat-running via the lower road. • Improve traffic flow • This is a major route, much of the traffic wanting to go past Oxford. West bound traffic in the afternoons is at crisis level. East bound traffic is also at crisis level. • Congestion at Eynsham - this must be addressed and large lorries also contribute to the frustration, which provokes drivers into overtaking, as there are no overtaking lanes, from Oxford to Witney.
Improve journey time	<ul style="list-style-type: none"> • The main issue with the A40 is passing traffic which cannot go at national speed limits like lorries. Even at 5:15 in the morning I cannot travel at 60 MPH as there are copious amounts of heavy goods vehicles travelling at 40 - 50 mph. • To get to a morning hospital appointment we have to leave before 6am or sit in traffic, to do the 15mile journey takes 90mins on a good day. The stopped or slow moving traffic is incessant throughout the day. • The current traffic solution currently doubles my commute time at peak times. • I don't want to travel to Oxford; I want to get around Oxford which takes a very long time going via the A40 and ring roads.
Economic / Business	<ul style="list-style-type: none"> • A dual carriageway is inevitable over time as the regional economy develops. It would also provide capacity for more buses, if that is what is wanted. • The infrastructure needed for supplying businesses in West Oxfordshire will not be satisfied by the bus lanes. • If economic development is a goal - and not just the alleviation of commuter misery, then you need to factor in the infrastructure for commercial traffic thus generated.
Implementation / Costs	<ul style="list-style-type: none"> • Eynsham Bypass Option would require considerable land acquisition. • Other schemes are either too expensive, so will not be done, or, like the bus lane, do not address the situation. • Not so expensive and easy to complete. • All other options seem expensive with limited use.
Public transport	<ul style="list-style-type: none"> • Tram and train are non-starters because of cost and land purchase. Despite encouraging people not to drive, car use will increase and the dual carriageway caters for this increase. • Possible dualling with bus lane along the middle. • This scheme is independent of bus & train operators who may choose to stop/reduce services if they are not financially viable. • A bus lane would only serve those places able to travel by bus. Unless there are going to be buses to all villages and at frequent intervals the car remains the principal option. • Not everyone lives or works in a town. Even if public transport were available most of the problem is not caused by local traffic. This is a trunk road. • If rail and intercity coach stations were outside of cities and towns instead of in the centre a great deal of congestion would be reduced.

Highway / Dual Carriageway	<ul style="list-style-type: none"> • I don't feel there are sufficient buses to warrant a dedicated lane, and think a tram route would get in the way. • A dual carriageway would undoubtedly have benefits particularly for long distance travel to areas such as Cheltenham • A dual carriageway would not succeed because: <ul style="list-style-type: none"> a) It would only address that link and not any of the junction constraints. Further on-line improvements such as the North of Oxford bypass and other measures along the A40 corridor would be needed at great capital and environmental cost if further congestion is to be avoided in the short- to medium- term b) It would lead to increased vehicular trips with adverse impacts throughout Oxford and West Oxfordshire wherever these trips originate c) It would incentivise the transfer of trips from public transport to private car, impacting on the viability of public transport and undermining the justification for any capital expenditure on alternative modes d) It would adversely impact on the environment, including increased noise, carbon emissions and poorer air quality e) It would reduce accessibility for those without access to a car • If a dual carriageway is part of a selected solution I urge to council to consider whether the second phase 'tin hat bypass' linked to the A40 should in fact be the first stage as North Oxford is the main bottleneck, and with the Northern Gateway Development this area will continue to be an issue for traffic. • Grants would be better spent on a dual carriageway • Offers most benefit, but accept that this will only make the road more attractive to road users • I think anything other than a dual carriageway will become an expensive white elephant. • Dual carriageway is the only viable solution long-term and the bus lane should be used only as addition to this. • Dual carriageway would ease the congestion and pollution of stop start stop of car usage. • People need the A40 for a lot more reasons than just work - getting to other parts of the country etc. Dualling may have some impact upon the environment, but more straightforward fit. • Road unsuited to its current purpose. Any other option skirts around the issue, consumes money and time before an appropriate solution is offered. • A40 stretch between Wolvercote roundabout has always been a bottleneck. Dualling this stretch is the only answer. • Dualling would improve the mobility of all traffic, including buses, negating the need for dedicated bus lane. • Only way is dual carriageway. Hardly ever any delays on the existing dual carriageway. The delays start where it goes single track. • A40 needs more carriageway space. • It is very important to have dual carriageway because the time going from A to B is faster , so less pollution for the environment • Motorists will always prefer to travel by car for convenience. • The A40 is a major east/west route and it ought to be dual carriageway all the way from Cheltenham. • Reduces congestion north of Oxford. • Is anything necessary if the improvements at the Wolvercote and Cutteslowe roundabouts solve the problem? DC should then be effective. • Having invested substantial funds to dual carriageway most of the A40 from Minster Lovell to the M40, it makes little sense to leave the remaining bottlenecks.
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	<ul style="list-style-type: none"> The volume of cars has increased dramatically especially in the holiday season. This is also a strategic road for Brize Norton and the only option should be to upgrade it as a road - not some sub-par public transport scheme that is appropriate to big cities but not to rural Oxfordshire. The A40 is not just an Oxfordshire road but a trunk route from east to west etc., it links M5/6 traffic to the home counties and London as well as providing for Oxford to Witney and the Cotswolds. Only a good road can really perform this function. Commuter journeys into Oxford from West Oxfordshire are not all easily served by the current bus network, very good though it is and the volume of traffic also includes an amount of freight which is starting to rebuild as the economy improves. Much of this traffic is now starting to come over the Swinford Toll Bridge and dualling the A40 should entice it back to a more efficient, cost-effective route. Dual carriageway would be good but would create a bottleneck at Wolvercote. It would also encourage more cars, as drivers could feel it would speed their journey up instead of the buses.
Park & Ride	<ul style="list-style-type: none"> To avoid excessive car parking in rural areas (e.g. park/ride near villages/small towns).
Other comments	<ul style="list-style-type: none"> Most practical option Whilst commuter traffic is the major component of the traffic in peak hours, these proposals do nothing to address the excessive through traffic problem. Value for money, limited risk of time/cost escalation during construction, provided improvements for all types of road users. Less impact on villages. Less disruption to gardens bordering A40 If you do not do it now it will have to be done at some point in the future. Dual Carriageway with (possible hard shoulder which could be used as Bus Lane) and Train.

Summary of comments received, to question 6, from people who selected Dual Carriageway as top priority in question 4

Top Priority Dual Carriageway – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Land use planning / Strategic planning	<ul style="list-style-type: none"> Dualling north of Eynsham would create an area of land, outside the floodplain, suitable to build on. This would meet the housing targets and resolve the traffic problem. I don't believe that enough research has been done to show where traffic is actually going. Thought should be given to continuing the A40 on a new route eastwards parallel to the northern bypass and joining the existing A40 at Forest Hill. The large band of land between the two dual carriageways should then be made available for housing, business and retail development as a way of paying for this. This would incorporate the current Barton Park development. Some plans for dualling run just north of Eynsham where the Neighbourhood Plan may recommend such development. It would be bad to lose the value of both homes and businesses to a road, important as improving the A40 is to both.
Public transport	<ul style="list-style-type: none"> A bus lane would be counter-productive - look at the failure of the M4 Heathrow bus lane. It may provide short term gain but road

	<p>traffic is increasing year on year and delaying the widening to a dual carriageway will merely add to the long term costs.</p> <ul style="list-style-type: none"> • There is no guarantee that a bus lane will mean that more people travel to Oxford in that way. • The cost of installing a bus lane will be comparable with a dual carriageway and to have a lane left idle for significant periods of time for buses only is a waste of money. • Public transport needs to be better than the car rather than making car transport worse to force people reluctantly into a poor public transport system.
Park & Ride	<ul style="list-style-type: none"> • Bus lane will not work.
Cycling	<ul style="list-style-type: none"> • INVESTMENT IN CYCLING (parking, lanes).
Reduce congestion / Improve traffic flow	<ul style="list-style-type: none"> • The road is at saturation point. • The A40 corridor take 75% cars, but the A4095, THAT RUNS PARALLEL THROUGH Witney - North Leigh - Long Hanborough - Bladon already has increased considerably, as an alternative, so a dual carriageway would hopefully improve journeys. •
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Dual Carriageway needs to be continuous through the A40 and throughout the Wolvercote and Cutteslowe roundabouts otherwise traffic will continue to be impeded. • Dualling is the only long-term solution. • The A40 cannot cope with existing traffic volume and with the continued growth of Witney and Carterton, this will only get worse. Existing bottlenecks at Cassington lights and the Eynsham roundabout need to be looked at as part of the plans, as they are the root cause of the delays. • Remove through traffic from the built up Oxford. Contrary to OCC pie charts, I believe that most traffic is through traffic. • You could bypass Eynsham and stop toll bridge charging. • Basic problem for traffic on the eastbound, which turns left at the Wolvercote roundabout to the A34. This traffic stops eastbound traffic from getting onto the roundabout. Dual carriageway it and have an elevated section going along the Sunderland Ave. • Only long term movement strategy. Should be dual carriageway, north of Oxford to deal with extra intra and inter regional mobility and the impact of Gateway development. • Strongly against dual carriage way. Environmentally very damaging as just builds on car culture which is going to have to change. Also then end up building new north oxford by-pass v damaging to oxford green belt. More congestion around Wolvercote - very damaging for that community. • It is also essential to invest in the "additional A 40 by-pass". • Dualling the road is completely unsustainable and would only bring short term benefits - an illogical 20th century approach! • The congestion comes from, Wolvercote roundabout, Cassington lights and Eynsham roundabout; I don't believe that the modifications being carried out at Wolvercote will help. A better road from Witney to Abingdon/A34 south. A link road A40/A34 north and a link road A44/A34 north and south. • I have always believed that it's not the volume, but the obstacles, lights, roundabouts.

	<ul style="list-style-type: none"> • Planning for the future the dual carriageway should be 6 lanes. • A quick fix for outbound traffic would be to remove the Eynsham traffic lights as that is where the problem lies and not as reported at Cassington. Make that junction a bus gate only or close it altogether that way traffic will be sucked away from the Eynsham roundabout quicker thereby not backing up to the Cassington lights. • Dual carriageway will merely move congestion to suburban roads in North Oxford and increase pollution. A Strategic Link Road, A40/A44 is necessary, but without a dual carriageway. Suburban roads, such as Sunderland Avenue and the Barton Fields stretch of the A40, should not form part of a major trunk road, and options must be found to take M40-bound traffic away from them. • Either use the existing route (for bus lane) and include a pedestrian underpass or use the 1991 alignment well north of the village.
A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> • More radical proposal to send A40 through traffic via the A34, avoiding Oxford completely may be viable if the A40 WEST IS DUALLED TO HANDLE IT. • Filter lane to the A34 from the A40 sounds like a good idea. Also, the filter at Wolvercote roundabout. • Two junctions near the Wolvercote roundabout, one to approach the A34 and one off the A34 onto the A40. You don't then have to hit Oxford for the M40.
Innovative modes / Other options	<ul style="list-style-type: none"> • Encourage more use of motorcycles. • Dual a tidal. Use of tolls to fund/incentivise. • Bus priority on Swinford Toll. • No roundabouts on the carriageway • A flyover over both of the roundabouts in North Oxford. • Slip roads and bridges both east and west of Eynsham
Environmental impacts	<ul style="list-style-type: none"> • Generous planting could offset land acquisition and clearance of verge side trees and other vegetation.
Implementation	<ul style="list-style-type: none"> • The short and long-term plans should meet with no time gap in the middle. • Must ensure that whichever system is decided upon, it will provide for future later developments that are being considered in the area. • Any roadworks need to be carried out quickly, unlike the roundabouts, which are taking over a year and probably will not work when they are completed.
Urge to take action	<ul style="list-style-type: none"> • Must be a priority for investment and action for this area. The current situation is an absolute millstone round the neck of this region and is slowing economic ability and business effectiveness.
Other Comments	<ul style="list-style-type: none"> • The dev. Of the A40, must be priority to most effectively use an asset to link West Oxon to Oxford and beyond. • Shores Green needs doing now (what happened to the money?). • Plan for car increase now and build a dual carriageway. More cars into Oxford = more prosperity. • Long term you should dual all the way to the M5. Plant new trees now, to impede less on wildlife. • More work available in West Oxon to halt the mass commuting in the first place.

	<ul style="list-style-type: none"> • Further levels can be added as required, with minimal land acquisition. This is a tried and tested system. • In the long term, a three-lane dual carriageway, which could include a bus lane in each direction, would be the best option.
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Summary of comments received, to question 5, from people who selected Train as top priority in question 4

Top Priority Train – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations / expand network	<ul style="list-style-type: none"> • Would give a straightforward and direct route to London. • Can add trains and increase train lengths, to increase capacity, if planning sufficient and new bigger station in Oxford later (which is a necessity). • Creating a viable train service between Witney and Oxford would also need to be linked to Oxford services and beyond, allowing for a fully integrated and therefore more cost effective service, which could hopefully easily be extended and improved as future needs emerge. • Quick connections could be established between major towns like Banbury or Bicester in future with extra junctions. • Extension to Carterton in future is a really good opportunity. I urge Council to take long term view here. • Can be extended westward at a later date.
Routing / Choice of routes	<ul style="list-style-type: none"> • Trains running locally - Carterton to Witney, with cycle routes to stations. • Onward connections are needed from Oxford station (to Headington). • The north train line would seem to be better as it requires less track, and is less-prone to flooding. The station at Ducklington is easier for Carterton residents however. • The red train link between Cogges and Oxford is best as opposed to Ducklington. It is very busy in that area and extremely hard to get to other than drive. Far less safe also. Cogges is not busy and much safer and will cause less disruption building. I don't know how people will get to a station at Ducklington roundabout realistically. • Train would take to Oxford City and you may need to consider that not all passengers want city. Many want to go to hospitals or Cowley side of Oxford.
Meets needs of variety of users	<ul style="list-style-type: none"> • A train line connects us to the rest of the world and would dramatically increase investment in the area and the value of living here. It would bring more businesses and make things much easier for commuters between Witney and Oxford. • The Green Belt is crucial to us all. I am sure that a very large number of people who commute along the A40 by car would use a train were these available. • It has been a proven method before and many people used it [train] for work, school and recreational journeys. • Supports older generation who cannot drive.

	<ul style="list-style-type: none"> • Ideal for holiday makers and for those who need to travel to London and Europe easily.
Reduce congestion / Improve traffic flow	<ul style="list-style-type: none"> • Gets the local traffic off of the A40 and people will not have as stressful journey that they currently face every day. • Increasing travel to Oxford by car to Long Hanborough and then train to Oxford. Many have noticed the use by other travellers has increased considerably along this route. By opening up a line or inserting a new line from Witney to Oxford would bring relief to the current traffic load on the A40. • It would also not only reduce A40 congestion, but reduce Witney traffic problems a great deal. • We need to reduce traffic and ease congestion on the A40, so a train/tram would do that.
Improve journey time /Frequency	<ul style="list-style-type: none"> • Train could and should, provide a direct link into Oxford railway station, as it joins the current network. Essential for quicker and convenient journeys to work, as it will reduce number of cars along the A40. • Quickest commuter option – trains provide faster journeys that would waste less of peoples' day.
Cost of travel	<ul style="list-style-type: none"> • Parking in Oxford is expensive • Good investment for the future, as I feel people would use this if it was reasonably priced. • The cost of tickets would be a concern. It is often too expensive to travel by train. • Train will be worthwhile with rising fuel costs • There would have to be sufficient, free parking at the new stations, as the train is proportionally more expensive. • Not supported the bus lane because a bus from Witney to Oxford is so expensive. As a family of 3 it costs us £15 and we would not use again as a result. • A return bus journey currently costs £6.90 from Witney to Oxford. It is much cheaper just to drive it (also quicker), so I would not give up my car for such and expensive and time consuming/consistently bad service.
Economic / Business	<ul style="list-style-type: none"> • Railways bring jobs and opportunities, especially to those living in Witney, who work in London (and Oxford) • It would also boost the local economy as thousands of tourists would include Witney as a direct link to the Cotswolds. A "Gateway to the Cotswolds" if you'd like.
Housing & employment growth	<ul style="list-style-type: none"> • Looks to future growth – a modern mass transport system is required.
Implementation / Costs	<ul style="list-style-type: none"> • Needs to be a long term solution regardless of cost.
Public transport	<ul style="list-style-type: none"> • More road widening will produce short-term benefit, if any. Public transport is the key mechanism to deliver more connected and compact cities; cars deliver the opposite. • Greater number of passengers can be carried than other options - Each small train has a capacity of around 300 people. • There has to be more than 1 or 2 trains per hour, if not, make it double track. You have to do everything to get people to use it. • If people had to get on a bus to reach Oxford city centre, this would undermine the whole proposal • Most people travel by car down the A40, not bus, so adding a bus lane will only make the problem worse, unless it's not £6 just for one days return to Oxfordshire County Council.
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Oxfordshire needs to plan for the long term and I see road options as being short to medium term solutions with the same problems - congested roads/pollution simply arising years into the future.

	<ul style="list-style-type: none"> Expanding the road would simply bring more traffic, faster, to the bottlenecks (wherever they be) on the bypass - and there is simply no point in having a car to drive around Oxford if your place of work is, say for the sake of argument, the Council offices in the centre of town. Widening the A40 will never solve the problem, as there will always be an increase in traffic. People need a viable alternative into Oxford. Unless the A40 - A34 slip road is made, there is no point in making a dual carriageway, as it will still become a bottleneck at roundabout. Not opposed to some improvements to the A40, but could, especially if dualled, attract more traffic and excessive growth.
Park & Ride	<ul style="list-style-type: none"> A park and ride/tram system could be incorporated if red train route from Oxford Hill to Yarnton was done.
Measures to encourage non car travel	<ul style="list-style-type: none"> All alternatives to 'car' need to be both considered and implemented, as congestion at Oxford remains inevitable.
Cycling	<ul style="list-style-type: none"> Other options do not go into Oxford and might disrupt cycle paths.
Environmental impacts	<ul style="list-style-type: none"> Would make more sense to re-open old railway line, as less biological impact. I believe this method would lesson negative impacts on environment in the future. Keeps cars out of Oxford and so keeps pollution down. Avoids traffic delays because there are not any traffic lights to impede the movement of a train, which means people are not sitting in their own fumes. Best environmental long term option; allows flexibility for future; if electrification happens at some point in future then there is low pollution but even with diesel trains there is lower pollution than an increase in cars/lorries/vans (which will what will happen if dual carriageway) Lower CO2 emissions
Other comments	<ul style="list-style-type: none"> Train will act as competition for the current bus operator, Stagecoach, who hold a monopoly over Witney's citizens currently and would continue to do so with all other plans. Parking in Oxford is limited Good safety record I suggest, if possible - 1. Provide a large car park close to Long Hanborough station. 2. Dual the rail line between Long Hanborough and Oxford, for the sole use of a train system just moving between those two stations. You could add a passing point along the way to enable more trains to be utilised (one each way at the same time). The shortness of the route would mean short journey times and therefore, more train runs. You could use automated trains on a Maglev system. With a larger number of cars removed, the A40 should suffice as it is.

Summary of comments received, to question 6, from people who selected Train as top priority in question 4

Top Priority Train – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Land use planning / Strategic planning	<ul style="list-style-type: none"> • Council have pursued car based policy for years and this consultation continues the orthodoxy. • Integrated development and transport planning to enable proximity for the shortest journeys, and to maximise benefits of the public transport. • Building fewer houses to help reduce the amount of traffic. • The combination of an ageing population and lack of low-cost housing in Oxford make it imperative for the city to offer suitable transport. Also, given the likely expansion in Carterton over the coming years, we should ensure that any solution considers this anticipated demand • It needs to be about connecting Oxford with Witney, Carterton and Eynsham, not just about the A40 • Even better solution: look at why people travel to Oxford. Housing is more affordable outside the city. N.Oxford has a considerable amount of under occupied large housing units – what could the council do to increase occupancy (room rental, house share)? More jobs are needed in places like Witney and Carterton NOT Oxford. Over predicting the need for employment buildings puts more pressure on housing in Oxford e.g. recent application to turn office blocks in Reliance Way (unoccupied since built).
Public transport	<ul style="list-style-type: none"> • There should also be a choice in public transport. Faster and fewer stops, as well as all the stops. • Buses will only work if cheap enough for passengers and times of buses and destinations are convenient for the majority. If bus services were improved it may get more use. • Reducing the traffic would help and there is a link bus from Water Eaton, so a train to Water Eaton would be good. • A direct, fast and frequent bus service between West Oxon and Headington is needed. • If you have to widen the road to create a bus-lane, why not widen the road and put a tram down the middle, like you see in so many European towns. • Any public transport scheme should include service/stop at or near Cassington • Rail or rapid transit is the best long term strategy - especially as almost all the traffic is work related between Witney and Oxford - as Witney has become a dormitory town for Oxford - with the consequent horrendous rush hour problems. Rail links to Oxford parkway with integrated bus services to the city centre, or perhaps rail links to Cowley (business parks/BMW?) have got to be the way forward.
Park & Ride	<ul style="list-style-type: none"> • A P&R is pointless unless the bus lane is there to support it.

	<ul style="list-style-type: none"> • Park and ride in Eynsham is not cost effective, as the bottleneck starts more at Barnard Gate. • Park and ride at Eynsham doesn't address the fact that most of the cars that will use that, will be coming from Witney and West Oxon and the A40 to Eynsham will get congested. • Park and ride at Eynsham is too little too late. Needs to be at Shores Green. • Park and ride on the A40 opposite Eynsham. People who live in Eynsham will be able to walk to it, and I would cycle (from Freeland) if this was built -it is a great idea).
Cycling	<ul style="list-style-type: none"> • All main roads and all new roads and links must have safe, segregated cycle provision. Without this, all new work supresses cycling. • Consider cyclists - many from Witney, Eynsham and Cassington cycle both west and east. • Please improve the cycle paths. They need maintaining and widening. They also need to have the broken glass swept regularly. Currently, they are bumpy and on occasion, too narrow. • Keep cycle lanes. Do whatever you can to make using cars for local journeys unattractive. • Encouraging bike use by providing safe traffic free cycle routes from Villages not directly lying on the A40 corridor should also be a priority • It is important to improve the cycle track to encourage use all year round. Have wider tracks, better surface, white lines, lighting etc.
Delivery	<ul style="list-style-type: none"> • Use of Community Infrastructure Levy could make it easier to raise the funding, from developers, for the more expensive train / tram option. Compulsory purchase powers exist for securing the land if not provided from current owners.
Highway / Dual carriageway	<ul style="list-style-type: none"> • Separate through traffic from local traffic. Remove bottlenecks at Eynsham, Cassington and Wolvercote. Dual Carriageway will only double up the amount of traffic between all of the bottlenecks. Concentrate money and expertise on the bottlenecks, not building more roads/bigger roads. • Shores Green interchange is long overdue • What would you do with the more cars resulting from a dual carriageway, once they got to Oxford? • Road tunnel from Wolvercote to A40 near Cutteslowe Park. Give priority to vehicles on A40 and feed traffic at existing traffic lights and roundabout between Witney and Cassington. • The only problem with the A40 over the last 50 years has been the bottlenecks at the Wolvercote and Banbury Road roundabouts. Separate the traffic heading North to join the A44 from that heading East/West and the congestion will disappear. • During the consultation a simple way of helping the flow of traffic on the A40 would be to connect the two sets of traffic lights at Cassington together so that they operate logically. At present it is possible to have one set on green and the other on red at the same time, resulting in no traffic flow until they are both on green. A simple cheap solution that would help everybody. • Improved access to Carterton / Brize Norton from the A40 should be given greater funding priority. It seems nonsensical that Brize Norton air base, a national strategic facility, is via 'B' roads. Upgrading the B4477 to 'A' class and providing west facing slips on the A40 would take large vehicles off local twisty, narrow and in some cases dangerous roads and deliver them straight to the entrance of the base. It would also facilitate the growth of Carterton.
A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> • Link onto A34 both ways to move traffic along quicker - A34 third lane. • Link A40 to A34 and A44. • Problem with the A40 congestion stems from the Wolvercote roundabout. The link from the A40 to the A34 and then around the

	north of Oxford, would help this.
Innovative Modes / Other options	<ul style="list-style-type: none"> Why not build an overhead transport system, as someone recently suggested in the press. It could go into Oxford, stop on the outskirts on tunnel under the roundabouts. Especially at Wolvercote, as there is already a tunnel there. In Chicago, what's underground is incredible. Monorail should also be considered if it could provide direct link to Oxford Station. Rail or other service needs to be reasonably frequent.
Origin/Destination	<ul style="list-style-type: none"> Bus timetable that supports those working at Brookes (Stagecoach). None of the options help people with getting to the hospitals, which is a problem for the elderly. Solution must include improved access to central Oxford (not just to Wolvercote). Huge problem is getting to Headington, where many people in West Oxfordshire want to go. The commute by public transport is very long, involving 2 buses and driving also takes a long time, due to the weight of the traffic. Dual carriageway would also help people that didn't have to go into Oxford. Not everyone that is using the A40, is travelling into Oxford, so would help a larger group.
Measures to encourage non car travel	<ul style="list-style-type: none"> More encouragement for users to use push bikes/trains. Keeping cars off the roads. More focus on capping road use. Need to encourage a shift to fast public transport.
Other	<ul style="list-style-type: none"> We do need cars, but people need an incentive not to use them. I got the bus when I worked in the city, but then the company moved to Cowley and there was parking, so I drove. The other alternative was to go 1 1/2 - 2 hrs on the bus – NO BRAINER! The County Council has the opportunity to show vision for the future rather than the pragmatism of the present. Reduce congestion at [Swinford] toll bridge by bringing in electric payment or not open in peak hours. Contest your road figures too, as a large number of the phone trackings are probably on the same coach/bus. Reduce immigration; therefore reduce the need for housing - problem solved! A40 can perhaps become a speed controlled route. Cancel Trident and use some of the money for the rail line.

Summary of comments received, to question 5, from people who selected Tram as top priority in question 4

Top Priority Tram – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations / expand network	<ul style="list-style-type: none"> Trams can access the centre of Witney and Oxford, burrowing under Carfax and going onwards towards Abingdon. This is good to get people to their place of work. A tram system can be extended into towns and linked to existing rail network and upgraded in the future. Could be extended westward to Carterton, Bampton and Burford easily.

	<ul style="list-style-type: none"> • A modern tram network, accessing the major employment sites in the City Centre, Headington and Cowley is the best option. • A network of trams in and around Oxford, including to Eynsham and Witney would link all employment and population centres, including several promising sites for major eco-town redevelopment (e.g. Cassington quarry). • Survey existing A40 users to identify destinations and develop tram routes to serve these.
Meets needs of variety of users	<ul style="list-style-type: none"> • Most of the traffic is going from West Oxon to the city centre, therefore something completely new needs to be built for people to have a stress free journey • A tram link is the most efficient solution. Any bus running the same route as tram can terminate at tram stop. Passengers can carry on their journeys on tram.
Reduce Congestion / Improve traffic flow	<ul style="list-style-type: none"> • Biggest impact on traffic being freed up, as it will reduce congestion. • Train/tram will encourage people to get out of their cars. • Removes car traffic at source and is flexible and easy to use. • To enable modal shift in travel behaviour within Witney and beyond. • How many people per hour could travel on tram or light rail? Is it significant compared to the current peak of 1000 vehicles per hour on the A40? • All others involve use of the A40 and no matter how well you improve the junctions between Witney and Oxford, you will still have congestion points, which will seriously delay traffic. • The issues with the A40 cannot be solved with more tarmac or more buses. Giving car users a viable alternative through trains or trams which cannot be affected by the bottlenecks of Duke's Cut or the Botley Road will be the only options, which will leave cars parked in West Oxon.
Successfully implemented else where	<ul style="list-style-type: none"> • Huge success in Croydon, so invest in the long term and not just a cheap solution • Works exceptionally well elsewhere and would be extendable to the rest of the city to all other destinations • A tram line, as seen in Manchester, Sheffield and Birmingham, is the best and most flexible for people's needs - whether the need be commuting into Oxford, shopping or recreation (with modifications to the A40 itself near the Wolvercote roundabout).
Improve Journey Time /Frequency	<ul style="list-style-type: none"> • Trains provide fast journeys to work and good investment for the future. • A Witney to Oxford tramway would be good - quiet, frequent and convenient. • Most efficient transport locally for people to get from A to B
Cost of Travel	<ul style="list-style-type: none"> • You need to reduce the volume of traffic using the A40 at the peak times, by offering a quick, efficient and cost effective alternative. • Not supported the bus lane because a bus from Witney to Oxford is so expensive. As a family of 3 it costs us £15 and we would not use again as a result.
Routing	<ul style="list-style-type: none"> • My preferred option is a tram system running alongside the railway. • Trains/trams running locally - Carterton to Witney, with cycle routes to stations. • Has anyone considered the route of Witney, Eynsham, Botley and Oxford? The route is actually shorter and will help relieve another major traffic problem, namely the Botley Road. I would suggest tram stops at the Seacourt Park and Ride, behind Waitrose, then near the train station, then perhaps, along Hythe Bridge Street, George Street, terminating in Broad Street. • Within Oxford City, use could be made of the existing rail corridor to directly access the city centre, and dedicated off road routes

	<p>could be provided - tramways can cross the green belt at minimal impact. A single tunnel from the rail station to the science area could cater for all flows.</p> <ul style="list-style-type: none"> • Tram network could take over the Redbridge - Cowley branch (helping regeneration) and new lines parallel to existing railway to Abingdon, Witney, Woodstock via Kidlington - opportunity for Shipton Quarry housing.
Scale of Housing & Employment Growth	<ul style="list-style-type: none"> • Provides infrastructure to support housing expansion, thus improving travel, without imposing a strain on what is existing. • A tram solution is possible but it is likely to only work if the tram can go right to city centre, therefore, a tram link from Botley to Barton is also necessary. • While house building continues at its present rate, no improvements to roads will be of any use.
Implementation Costs	<ul style="list-style-type: none"> • Costs a lot, but is the most suitable for the long term. • The cost is not that bad for a long term investment. • The tram has less impact than the train scheme and is cheaper. • A tram network would deliver the highest benefit and be the most cost effective.
Environmental Impacts	<ul style="list-style-type: none"> • I believe this method would lesson negative impacts on environment in the future. • A tram system has the added feature of reducing pollution on the road network • My initial preference was for an electric train, but as this appears not to be possible nor does it offer a direct link to the city centre, then I feel the tram would be more environmentally friendly, both for emissions, noise and visual impact • Less land usage and green belt should remain so. • Road widening for use by lorries and other traffic entails more noise and air pollution. Wolvercote is becoming a really unpleasant place to live - the air tastes foul on some days - particularly when we have a high pressure system and the air floats across us from the west, northwest, north, or north east. The road noise already means that we have to speak up when in our gardens. • Trains are more numerous and noisy - we have no sound barriers and our air is polluted enough already.
Highway Improvements / Dual Carriageway	<ul style="list-style-type: none"> • Not convinced that a dual carriageway on its own would solve anything • More road widening will produce short-term benefit, if any, as any increase in road capacity will only increase the number of cars going in to Oxford. • Adding extra lanes will just push the congestion along, and won't help with emissions or deliver much of a speedup overall • All road schemes will have a negative impact on cyclists who use the A40. • If you dual the A40, all that does is get you to the end of the queue quicker. • Dualling is a short-term solution and trains end up away from the centre of Oxford. • On the face of it, the 'easy' solution is a dual carriageway. This, however, is absolutely the wrong solution. A dual carriageway would not only ruin the daily lives of residents in this historic village but it would have a dramatically negative impact on the value of property in the village. Furthermore, the dual carriageway solution won't actually solve the problem.
Other Comments	<ul style="list-style-type: none"> • Tram to help as the current situation causes problems both domestically and for our business. • Please do not think of putting a car park by the 4 Pillars Hotel on the allotments as this would encroach the village of Ducklington • Schemes elsewhere show that people will not abandon their cars. Stealing a lane for buses will anger everyone. • Bus will never be as popular as a tram. Need to move away from roads over the next 50 yrs.

- A bus lane would be the WORST POSSIBLE solution. It would infuriate everyone.
- Train option is not good as it wouldn't go into centre of Oxford and there is limited capacity already on the rail network.

Summary of comments received, to question 6, from people who selected Tram as top priority in question 4

Top Priority Tram – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Land Use Planning / Strategic Planning	<ul style="list-style-type: none"> • Need to develop a joint strategy to identify new housing locations and transport options. Prioritise lower cost options initially which can be funded substantially through developer contributions. • Any strategy needs to be part of a plan to for central Oxon as a whole. Piecemeal measures will not work and not be efficient. • The A40 option should be part of a wider vision for the Oxford area. • Integrated development and transport planning to enable proximity for the shortest journeys and to maximise benefits of the public transport
Public Transport	<ul style="list-style-type: none"> • Public transport is the key mechanism to deliver more connected and compact cities; cars deliver the opposite. • There should also be a choice in public transport. Faster and fewer stops, as well as all the stops. • Public transport links need to be improved and made more reliable to encourage people to use them and not rely on their cars. • Whatever is chosen, I am hoping public transport fares will be reasonable and the services offer quick transfers or directly link into the City Centre, otherwise people will still choose to travel by car. •
Park & Ride	<ul style="list-style-type: none"> • Park and ride at Eynsham is too little too late. It needs to be at Shores Green. • Why build a car park next to Eynsham if a car park next to Witney is the future option? Does that make sense to have two within a few miles of each other? Presumably the Park and Ride could start further west, even if the initial bus lane started at Eynsham. •
Cycling	<ul style="list-style-type: none"> • All main roads and all new roads and links must have safe, segregated cycle provision. Without this, all new work supresses cycling. • Keep cycle lanes. Do whatever you can to make using cars for local journeys unattractive. • Considering that it is unlikely that we will be able to keep allowing car traffic to increase as it does, it is extremely disappointing that cycling is not part of the solution. With any new considered traffic investment, it is worth looking for the opportunity to improve the facilities in a way that reduces traffic and offers cheaper travel alternatives on what is a flat route that could be cycled by all. • The A40 plans should include the B4044 now serving as a shortcut into Oxford. One great initiative is a cycle path along this road (www.b4044path.org). This initiative is mentioned in the A40 Baseline Report, but with reservations: those could be overcome as previous studies have shown. This route is more direct to the centre of Oxford from Eynsham, but is really busy

	<ul style="list-style-type: none"> and unpleasant to cycle. There may be no greater number of accidents, but you need strong nerves to ride it.
Highway	<ul style="list-style-type: none"> Two junctions near the Wolvercote roundabout; one to approach the A34 and one off the A34 onto the A40. You don't then have to hit Oxford for the M40. There is a need for improvement and better sequencing at the lights to the west of Eynsham and at Cassington. If one extra lane were built - 2 into Oxford for rush hour, then swaps to 2 out of Oxford for evening rush hour.
A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> Oxford almost had the problem sorted 5 years ago, when you did the A34 bridge, then you stopped short, when you did not put an on and off for the A34. All traffic still goes to Wolvercote roundabout or cuts through the BP garage. There is a major need for better links for traffic coming along the A40 from the West (Cheltenham direction) to the A34. A lot of the congestion is caused by lorries getting backed up at the Wolvercote roundabout as they try to turn left to get to the A34. If slip roads were in place off the A40 onto the A34 in both directions this would alleviate a lot of the problems. Creating a direct junction between A40 and A34 to take traffic going around Oxford away from the Wolvercote junction.
Measures to encourage non car travel	<ul style="list-style-type: none"> The council has pursued car-based policy and elements of this continue the orthodoxy. All alternatives to 'car' need to be both considered and implemented, including a cycle solution, as congestion at Oxford remains inevitable. More focus on capping road use. More encouragement for users to use push bikes and trains combination. We do need cars, but people need an incentive not to use them. I got the bus when I worked in the city, but then the company moved to Cowley and there was parking, so I drove. The other alternative was to go 1 1/2 - 2 hrs on the bus – NO BRAINER! Need to discourage people from driving into Oxford not make it easier for them. Living along the A40 I do not want traffic fumes for all our children to increase.
Other	<ul style="list-style-type: none"> It is wrong that WODC has already indicated which option they prefer. This should not be discussed until after the result of this consultation. The urban cable car option should be considered. From my understanding, it is greener, cheaper and could be built initially from Witney to Water Eaton. It would be able to offer more frequent journeys than the tram or train options as indicated here. Reduce immigration; therefore reduce the need for housing - problem solved! Get local business sponsorship to support the tram

Summary of comments received, to question 5, from people who selected Bus Lane and Dual Carriageway as top priority in question 4

Top Priority Bus Lane and Dual Carriageway – Comments in response to “what are your reasons for your choice”.

Theme	Comments / Reasoning Given
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Northern by-pass of Eynsham would be essential as homes to the north of the village are already too close to the A40 • Take traffic out of Eynsham • Sort traffic access out over the toll bridge • Remove the road blocks as part of the dualling • This is a main artery road and needs investment • Bottlenecks come when it goes down to one lane • There is currently too much traffic for a single carriageway road
Ease of construction / deliverable	<ul style="list-style-type: none"> • Other options will take too long to implement
Cost effective	<ul style="list-style-type: none"> • Less expensive than the train or tram • Appears to be the most cost effective with the greatest flexibility • Uses the existing route so it is more economical • Greatest impact for reasonable cost • Minimum cost to the tax payer and customers
Cycling	<ul style="list-style-type: none"> • Where are the complimentary cycle plans?
A40/A44 link road and northern Oxford bypass	<ul style="list-style-type: none"> • Only supporting this scheme if the A40 - A44 link road and the north Oxford by-pass are also built
Swift interchange	<ul style="list-style-type: none"> • Presumably easier to transfer to local Oxford buses at the park and ride or Northern Gateway than the train or tram station
Offers variety of modes of transport options	<ul style="list-style-type: none"> • Capacity is greatest • Dual carriageway plus the bus provision would gain more passenger usage rather than the expensive options • Combination of bus lane and dual carriageway should improve journey times for the majority of people • The need to provide for both quicker journeys for commuters into Oxford by public transport and also short and long distance journeys by private transport (personal and commercial) which will inevitably continue • Gives good options for travellers from Witney and Eynsham • Bus and/or car are more likely to get you closer to where you wish to be and not all car drivers park their car for the day then need to be out and about • Most useful • The sheer volume of traffic means that a bus lane and dual carriageway is needed • Dual carriageway would assist vehicles travelling through Oxford, assist commuters to get to work on time and provide additional bus capacity whilst improving reliability on the network and bus times • Maximizes choice • Bus lane - people could get to Oxford easier. Dual Carriageway - access to the M40 and London • Requirements for drivers and non-drivers need to be satisfied • Only a streamline multi headed hit on such a heavily used road can make a difference, especially considering all the

	development and building plans
Environmental impacts	<ul style="list-style-type: none"> • Causes less disruption to communities and countryside • A more punctual bus service would encourage more use and a dual carriageway might speed up traffic flow • Least amount of additional land needed • Less likely to want to use land on either side of the road, as biodiversity suffers, so bus lane / tram is a good collaborative option with a dual carriageway
Other Comments	<ul style="list-style-type: none"> • Most of the traffic at the Wolvercote roundabout is going straight along the A40 and not into Oxford • Commercial vehicles need to get through Oxford ASAP • Best long term solution • It has to be considered a major long term investment, while costing more; it would allow for better long term planning as the county expands • Guided busway, trains and trams have fixed destination points which limits them, do not easily allow commuters / users to reach where they need to get to, are very expensive and will not offer value for money.

Summary of comments received, to question 6, from people who selected Bus Lane and Dual Carriageway as top priority in question 4

Top Priority Bus Lane and Dual Carriageway – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Economic / Business	<ul style="list-style-type: none"> • Business transport needs are different to private transport needs •
Public transport	<ul style="list-style-type: none"> • A bus lane would benefit for work, but not for any other time • Train, tram and guided busway options seem like a massive waste of money • Have you considered a one way bus lane towards Oxford and a dual carriageway?
Park & Ride	<ul style="list-style-type: none"> • Proposal for a park and ride at Eynsham without dualling and bus lanes has not been thought through and would not ease congestion on the A40.
Reduce congestion / Improve traffic flow / Journey times	<ul style="list-style-type: none"> • The congestion on the Wolvercote roundabout is appalling now and when the northern gateway development is built, it can only get worse • A40 bus lanes should ensure equally fast journeys, compared to the three more expensive and disruptive options.
Cycling	<ul style="list-style-type: none"> • Please maintain cycle routes. What about a cycle track on the B4449 from Eynsham to Botley. •
Environmental Impacts	<ul style="list-style-type: none"> • Modern buses can be eco-friendly - more so than diesel trains.

A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> • Dual carriageway will not help unless there is a left hand turn for lorries and other vehicles going to the A34. • The proposal to provide a link from the A40 to the A34 at Pear Tree seems very sensible. It would relieve pressure on the Woodstock roundabout. • It is essential that the dual carriageway around Witney is properly linked to the A34, ideally with a grade separated junction.
Highway / Dual Carriageway	<ul style="list-style-type: none"> • Bus lane and dual carriageway should be diverted away from North Oxford. • For an A40 dual carriageway to be successful; the bottleneck at the Wolvercote roundabout must be removed. • Bus lane without the dual carriageway will not solve congestion.
Other comments	<ul style="list-style-type: none"> • Need to start with the best way to ease the flow of traffic.

Summary of comments received, to question 5, from people who selected Guided Bus with Dual Carriageway as top priority in question 4

Top Priority Guided Bus with Dual Carriageway – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations	<ul style="list-style-type: none"> • Most people want to travel in their own vehicles - due to the fact that buses/trams/trains do not travel all the way through the county, going from their home area to work area. I feel it is important to dual the A40 and very short sighted of the council to try and shut off roads out of Cassington, such as Horsmore Lane, which then causes extra problems in the village. • There are several different destinations by car, so guided bus routes would deal with the large percentage of car travellers to Oxford City (west side of Witney to Oxford). Dual carriageway would ease the congestion and pollution of stop start stop of car usage. Trains increased to accommodate more passengers, but need more car parks. • Since your research suggests that the majority of users travel from West Oxon to Oxford, the busway would meet those needs and make use of a pre-existing defunct route. DC still v useful, but maintain the cycle path. • This would cater both for people using the A40 as a through route and for local users/commuters
Improve Journey Time /Frequency	<ul style="list-style-type: none"> • Guided bus lane would make journeys for buses quicker. Dualling would make journey quicker for drivers. • To keep traffic moving and quicker journeys. • There needs to be a good frequency of service into Oxford. 1 train every 30 mins is of no use, similarly 1 tram every 20 mins is of limited use but a frequent bus service and a dual carriageway would provide the extra capacity to encourage people to use it. Why stand all the way to Oxford on a train or a tram when you could sit in your car, makes no sense. Also the service MUST go into the centre of Oxford. Changing services would massively discourage people.
Economic / Business	<ul style="list-style-type: none"> • Been used successfully in Cambridgeshire and would be very useful for opening up businesses (Siemens) in Eynsham that want to expand (local industry for local people). Until the A40 is dualled, West Oxon will always be a poor relation.
Meets needs of	<ul style="list-style-type: none"> • We need better public transport, but for the sick and disabled, then car journeys are the only way.

variety of users	<ul style="list-style-type: none"> • The guided busway can also have a cycle track and footpath. • Lorries need to use the A40 (not small local roads) so it needs to be dual carriageway ideally. Bus lanes are good for getting cars off the road. Guided buses have less emissions (?) But this is all an ideal....Realistically, I favour a new buslane as its the cheapest.
Reduce Congestion / Improve traffic flow	<ul style="list-style-type: none"> • I don't commute on A40 so want the option that reduces congestion for a car user. • I am open to suggestion on other options but I think it is important to improve the public transport network along the A40 as well as the lane for private cars. • If I understand "guided busway" correctly, it would provide flexible and cost effective mass transit to the city centre. A dual carriageway would enable traffic to sort itself out and may reduce queuing at the Enysham roundabout enabling left turning traffic to filter away. • I use the A40 to connect to the M40 regularly to go across to East Anglia, Kent, etc. We need to miss out Oxford to help traffic flow much better. • This would remove buses from the road and allow the A40 traffic to flow quickly. • There is sufficient demand for a dual carriageway but at the same time an incentive has to be offered to get people out of their cars. • Congestion is too bad not to have a dual carriageway.
Other comments	<ul style="list-style-type: none"> • Affecting existing habitats and cost. • I worked in Cambridge for 4 years and their guided bus route was very effective for both buses and cycles. A dual carriageway will relieve the traffic pressure for cars and vans on the A40. A bus lane will be ineffective as the bus will have to get through the traffic to join the bus lane. Trams and trains will be ineffective as people already have an option to use public transport but do not use it. Also a guided bus can use the roads thus negating the requirement for special stops. • I really think that a dual carriageway AND a guided bus route will be the best option. • Sadly, the reinstatement of the railway does not make economic sense. The old route is also unfeasible and a new route would need to skirt Eynsham to the south of the industrial estate before rejoining it's old route. A dual carriageway is essential. • Cost, capacity, reduce congestion. However in the long run, car traffic into Oxford is not sustainable at all. Funding should go primarily into active mode transport and public transport. Cycling is not only better for the environment, but also for people's health, saving enormously on health budgets. I am surprised that there is hardly any mention of active mode transport in this consultation. Or what the implications are for the bike paths along the A40.

Summary of comments received, to question 6, from people who selected Guided Bus with Dual Carriageway as top priority in question 4

Top Priority Guided Bus with Dual Carriageway – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Issue of heavy traffic on routes parallel to the A40	<ul style="list-style-type: none"> The A40 corridor take 75% cars, but the A4095, THAT RUNS PARALLEL THROUGH Witney - North Leigh - Long Hanborough - Bladon already has increased considerably, as an alternative, so a dual carriageway would hopefully improve journeys and along with guided buses, encourage less car use.
Housing & employment growth	<ul style="list-style-type: none"> It is ridiculous to put houses in West Oxon, without giving priority to better infrastructure - a suitable road system. It would increase the amount of businesses settling in West Oxon and expanding.
Public transport	<ul style="list-style-type: none"> Research to find out why buses only take up 1% of the current A40 traffic. Why don't people use the buses more? No point creating bus lanes if people are not going to use them. Use the existing train route from Witney to Oxford, as guided busway.
Park & Ride	<ul style="list-style-type: none"> Yes to park and ride at Eynsham - where queues start. If there is to be a P&R north of Eynsham and charges are made to park, parking restrictions must be made in the village to prevent long term parking. This is happening now, the village roads are clogged with cars of people driving in from outlying villages to catch the bus to Oxford.
Cycling	<ul style="list-style-type: none"> Cycle lanes - open up the old railway line for cycling and electric cars It should be sustainable which prioritises buses and bikes. The A40 plans should include the B4044 now serving as a shortcut into Oxford. One great initiative is a cycle path along this road (www.b4044path.org). This initiative is mentioned in the A40 Baseline Report, although I do not agree with the report that the proposed plan for the crossing of the B4044 at the toll bridge is problematic. I know that there is a well-designed solution (undertaken in collaboration with Sustrans and up to road design standard), that OCC planners should look at, please.
A40/A44 Link Road	<ul style="list-style-type: none"> Provide bypass or link road towards the A34 to avoid the roundabouts. Similar to old 'tin hat' plan? A junction from the A40 directly onto the A34 would massively help and should be a matter of priority as many trips to the Wolvercote roundabout are people destined for the A34.

	<ul style="list-style-type: none"> Sort out Peartree/Wolvercote roundabouts and links between A34/A44/A40.... Some way of transferring onto the A34 (North and South) without using the Wolvercote roundabout would be wonderful! Build slipways to allow access to the A34 both north and South before the Wolvercote roundabout - this will significantly reduce traffic at the roundabout improving journey times down Woodstock Road and Sunderland Avenue.
Highway / Dual Carriageway	<ul style="list-style-type: none"> Whatever option is chosen it is only at best a medium term thing. Traffic will continue to grow and the M25 is a perfect example of no matter how many lanes you build they will fill up. It seems ridiculous to have a dual carriageway A40 from West of Witney through to Barnard Gate and then reduce it down to single carriageway thereafter when significant additional traffic joins from Eynsham and surrounding villages. A link road to the Peartree roundabout is also essential as Woodstock Road roundabout will remain a bottleneck. A Western ringroad at Eynsham on to the A40 to alleviate the bottleneck at the toll bridge roundabout and to keep traffic out of the village makes sense. The road is used as a significant link from the M40 to the West, we need a dual carriage way! In the short term a tidal middle lane would provide some relief. This could be achieved quickly and at minimal cost. Also consider 3 lanes with 2 open going east in the morning and 2 going west in the afternoon. With lighted gantries this system works well in Denham, Bucks to and from Uxbridge, Middlesex. It also operates well entering and leaving Central Birmingham. The A40 is a major trunk route and must not be seen simply as a "local" problem. The strategy should focus on both aspects. In particular, a northern bypass would assist the bottleneck at the Wolvercote and Cutteslowe roundabouts by removing through traffic and leaving the inner route for local traffic.
Urge to take action	<ul style="list-style-type: none"> Think big- there have been too many scrappy, on-the-cheap, half -arsed solutions in the past.
Car parking	<ul style="list-style-type: none"> Make car parks HUGE! (maybe multi storey?)
Rail	<ul style="list-style-type: none"> A train line would also be a good idea from West Oxfordshire!
Other comments	<ul style="list-style-type: none"> This was looked at approx. 20 years ago - the plans do not seem to have changed very much. If you are putting in a bus lane/tram lane, perhaps it can stop at the top of the village [Cassington] by the traffic light and then also, at the bottom of the village [Cassington] - Horsemore Lane end. Perhaps housing developments should be restricted until the traffic problems are sorted.

Summary of comments received, to question 5, from people who selected Train with Dual Carriageway as top priority in question 4

Top Priority Train with Dual Carriageway – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given

Reduce congestion / Improve traffic flow / Journey times	<ul style="list-style-type: none"> • Train or tram - either would relieve some of the pressure on the road. • Not convinced that a dual carriageway on its own would solve anything. • The road desperately needs to be a dual carriageway to cope with the volume of traffic. It would also make it safer for emergency vehicles and having an additional bus lane may encourage more people to take the bus. The train would be a desirable extra option and give people the chance to take a short journey to work, rather than spend 2hrs in a traffic jam. I believe that both are needed given the scale of the issue. • For a freer flow of traffic that isn't going to bunch at the junctions north of Oxford. • There's significant congestion when the A40 becomes single carriageway (near Witney East interchange), and bad congestion at the lights near Eynsham. The bus takes way too long even without traffic (~45 mins), because it has half a dozen stops in Eynsham and several along Botley Road, yet none near the much larger population area of Madley Park. The train from Hanborough takes <10 mins. If we could get from Witney to Oxford in that time, we'd not bother taking the car! • Long term increasing the road capacity only encourages more use of cars etc. Trains or trams remove vehicles from the roads. • This scheme improves both local and through traffic issues. • Provide fast links into oxford and beyond. • Even without the dreadful roadworks, there is always a queue at the end of the A40 where a bottleneck forms. • Local trains are good and would free up traffic from the dual carriageway. • Trains keep traffic off roads! And Oxford stations (Central & Water Eaton) provide good access to city centre for pedestrians and bus passengers.
Offers variety of modes of transport options	<ul style="list-style-type: none"> • Smoother commute to work, better quality of life. I think this is the best option, as it will create more space and give another way for people to travel on a daily basis • Train is fast, though expensive way of travelling to Oxford and London, then further north. Despite this, a tremendous number of vehicles need to use the road network throughout the UK. The A40 is an important access and link route and therefore should be dualled. • Railway route is largely still in place (other than in Witney). I would happily support light rail (tram) instead, but feel there is sufficient demand to least consider a full rail service. I generally do not support new roads, but the lack of dual carriageway between Oxford and Witney is an obvious anomaly, irrespective of whether a rail connection is provided. • Give commuters a quick, reliable way to get between Carterton/Witney to Oxford in less than 25 minutes. Long-term this cannot be achieved by road as usage will increase. Instead, we need either a dedicated bus lane along the whole route of the A40, or a train/tram service that serves central Witney & Carterton. I do also believe that the A40 should be dualled throughout to account for traffic not linked to city centre commuters. This is a huge problem and needs more than one solution. • Dual Carriageway seems to be the most cost effective, and seem to be the most sensible. If you took forward any of the other schemes, it involves people changing behaviour. It's all very well putting in Public transport, but it is no good, if it's not going where you want to go. The Railway is attractive as it will give local commuters a choice on how they get to Oxford, combined with a park and ride at Eynsham, it will reduce inner Oxford congestion, rather than concentrate on the A40. • D. Carriageway flexible for cars & buses. P. transport won't reduce cars on A40, a dual-carriageway gives option for all. Trains provide fast service to encourage other use. Buses are nasty. People don't like take buses/walk to stops. If you can park in Oxford you drive so fix for all not just for p. transport. Witney is growing, home/shopping bringing more people by car not bus so

	<p>roads need improving. I only travel to Oxford, I have to for work & it's painful. I would never go for fun if roads not improved.</p> <ul style="list-style-type: none"> • Train removes commuters to oxford centre from the road entirely, dual carriageway then benefits all remaining road users - cars, buses, vans or otherwise. • Train would be quick access to Oxford city encouraging commuters to use it, this would reduce cars on the A40 so people who have no choice but to drive can do so more smoothly. • The A40 is a through route; any scheme must provide capacity for these flows. Rail provides rapid access to the city centre and connectivity to other regional destinations. A Dual carriageway provides capacity for through traffic as well as local public transport. This does not conflict with restricted access to central Oxford by private car. • This section of A40 should've been 'dualled' decades ago & the train would give a viable option for those wishing to use Public Transport. • Dual carriageway essential due to amount of cars using A40. Train would help decrease this. • A40 dualling is overdue, it is needed, to support a large range of local journeys, not just Witney to Oxford. In the longer term, we need to get regular Oxford commuters off the roads. Park and Ride would be a lot more attractive if the rail network could be used for this purpose, so that Park and Ride buses were not forced to compete with cars on Oxford's arterial roads. Trams would make sense only if strict traffic restrictions were applied to Woodstock road to avoid traffic. • Train is great for commuters and dual carriageway for through traffic. • Trains are very reliable for direct trips from Witney, Eynsham and Oxford however the A40 must take priority as needed for all other journeys. • There are some journeys that inevitably need cars, but others which don't, so integrating into the rail network seems to be essential while at the same time improving traffic flows. • To give other users an option. The A40 is a major route as we all know and therefore should surely be dual carriageway. • Gives flexible options. If I could catch a train directly to Oxford, I would. Furthermore, I would give strong consideration to using a train directly to London and further via Oxford Parkway. Dualling the A40 also increases capacity for those who have to use their car for business or to visit the hospitals, say. Our hospitals are centres of excellence yet the experience of getting there is slow. Electric trains or trams would also reduce the levels of pollution, where as a bus lane would not. • Dual carriageway only way to relieve congestion. Train excellent for onward linkage to London. • Train - ideal for people working in Oxford; dual carriage to improve through journeys • Both Train and Dual Carriageway enable onward connections & provide an integrated solution to more people - a Bus Lane doesn't help the Lorries or LGVs transporting goods & the Tram & Guided Busway seem even less useful - the Tram will cost a fortune & offer a less integrated solution than the Train, whilst the Guided Busway looks like it'll fulfil the same role as a regular bus lane but with added cost and less/no flexibility for it to be used by other vehicles (for example emergency services). • In the longer term a train from Witney/Carterton would help, but the A40 needs to be widened in any event as it's now too far over capacity for any other solutions to help enough. It's reasonable to assume the A40 should be carrying even more vehicles, but many of these now rat-run on the A4095 to avoid the A40, making the Villages on the A4095 very unpleasant during rush-hour & limiting their growth. Many villages in West Oxon will never be served by rail - these people will still need the A40. • With the new developments cannot ignore how many more cars there will be so must make it a dual carriageway whilst giving commuters the option to use better fast moving public transport too.
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	<ul style="list-style-type: none"> • People will always travel by car & the road network will need to support more and more cars long term. A train in addition to the improved road network will provide a popular and useful alternative, helping to ease congestion on the A40. • Would use either for commute to work. • Dual Carriageway would benefit congestion for now and the future. Train is a very popular mode of transport for those able to use it, this proposed line would, I am sure, be very worthwhile.
Highway / Dual carriageway	<ul style="list-style-type: none"> • I would prioritise the dual carriageway first, turning the Eynsham junction into a sunken one (similar to Minster Lovell) with links both ways. I would also move the Peartree junction to where the A40 meets the A34, reducing the amount of traffic that reaches the Wolvercote roundabout. I believe that the combination of these two strategies would be the most effective way of reducing congestion at north Oxford, by letting commuters use the train and vans and light goods having easier access to Oxford. • We were once promised a dual carriageway, which should have been completed by 1991. We are still waiting! A local train would be terrific. • Car usage will only increase with a nationally increasing population, consequently, it is essential that a major route such as the A40 must be dualled. • Traffic moves better when there is dual-carriageway. I use the A40 through both Oxon and Gloucestershire and see how the traffic moves on single and dual. • Dual carriageways allow traffic to move easier than single roadways with roundabouts and traffic lights. • More cars and drivers on the road at the same time. • Dual-carriageway due to the number of vehicles that are using the A40. • Dualling the A40 would stop the rat run in our village [Eynsham]. The roundabout at the southern end of Witney Road has traffic on it so fast that someone will be knocked over soon. • Prefer more traffic being diverted away from Eynsham. • Dual carriageway with additional north oxford bypass is absolutely essential, especially if the insane 'Northern Gateway' goes ahead. It would bring east-west travel round Oxford up to a reasonable late 20th century standard. • The bypass in N. Oxford is vital to allow businesses to flourish in West Oxfordshire to link through to London which reduces the pull of Oxford. • Within a modern rural county where a diverse workforce work shifts and unsocial hours, public transport will only ever provide a limited solution for a limited part of the population. Improving road infrastructure with dual carriageway has to be the no 1 priority. • Improvements are needed urgently and dualling would appear to be the best way forward however a longer term alternative would be beneficial and my preference would be a rail link. • To get traffic moving. • Most traffic (75%) is car travel so it makes sense to widen the carriageway and combine this with a train service. • Cheltenham should have 2 choices of dual carriageway to London should ease traffic if only for another 20 years at the current population growth. • There are a high volume of lorries which you will never convert to a train, bus lane or other. I strongly support the need for a dual carriageway as this is one of the main links between the M40 & M5. • Dual carriageway would help far more people get around this part of the county including business users who cannot use public transport (Deliveries and providers)

	<ul style="list-style-type: none"> • Not all traffic is going into Oxford or will use the bus, hence bus lane won't really help. Need to dual it and separate long distance traffic and traffic not entering Oxford from local traffic/traffic going into Oxford. Ditto for A34. • We need a road solution within the next 3 to 5 years. However a train link to Witney and beyond makes sense in the longer term when finances are better.
Public transport	<ul style="list-style-type: none"> • A bus service into Cassington would be useful. • As I work in Headington with no direct bus route to the hospitals, I will always have to drive to work, unless this changes. • I just want to get to Oxford, without spending hours travelling 10 miles. • Getting into Oxford - better direct links - double tramway, for quick return travel, or the train - a better bus link to Hanborough (even in the evenings) would be better. • There don't seem to be many buses on that route so a bus lane wouldn't help very much. I have no experience of a tram. • Where I work needs 2 buses. would always use car. if train was reasonably priced would use. • People using the A40 are not commuting to Oxford but are commuting around Oxford to the M40, London or the A34 to the south. Buses and park & ride schemes do not solve any of the issues but just cause frustration as the empty lane sits adjacent to the queues of traffic. • People who use the A40 aren't necessarily using it to drive into Oxford, I use it to travel to London, also to travel south on the A34. Many of the lorries that use the A40 are travelling to join the M40 southbound and I believe that building a bus lane will have no or little impact on the traffic. • I do not live close to a bus stop. <i>(Post Code supplied for Broadwell in rural West Oxon)</i>
Mass transit / rail	<ul style="list-style-type: none"> • Wherever the railway is in existence, there is overwhelming evidence that this is the most successful and popular method of mass transportation. Offer best in terms of journey time reliability at both national and local level. It will be increasingly important for centres of population to be connected to the rail system. West Oxon has Witney (28,000), Carterton (15,000) and RAF Brize Norton, the largest RAF base in the country, needing that connection. • More people can be carried on a train that links directly to Oxford station/London. • Ending of the dual-carriageway at Shores Green causes much of the congestion and makes accidents more likely. A regular train service from the west would take traffic off of the roads. • Nobody really wants to travel by bus. The problem with Oxford station is that it is on the edge of town, so you are still likely to have a significant journey to get to your destination. That leaves the dual-carriageway. • Train needs to get direct to Oxford station, not Yarnton. Adds too much time onto journey. • Maximise convenience and speed. Also, train can link with the network for on-journeys. • Red train line Witney, north of A40 via Cassington to main line. Park and ride stop at Eynsham or Cassington. • Tram is a speedier way of public transport. • Need additional capacity for current and future housing. Bus lane will make a marginal difference. • Train can be expanded in the future. Dual-carriageway gives a better flow of traffic and if train was used, then it would have less traffic anyhow. Double tracked railway electrified. • Train will allow a parkway to reduce commuter traffic and dual carriage way will accommodate through traffic to London. • For people commuting between West Oxon and Oxford city the train option would be invaluable, and an extension of the railway network would be much easier to integrate into the existing rail network than trams or guided buses.

	<ul style="list-style-type: none"> • Not everyone is trying to get to Oxford alone. Therefore any bus services would have limited impact. Train service although similar would enable users to travel to other destinations. People unlikely to use bus service to ongoing destinations, as it will still be affect by traffic congestion. • Train removes road traffic from Witney and Carterton. It would enable better bus network to Witney. It would reduce pollution and noise. Train preferred to tram as faster. Park and Ride in Eynsham would not reduce the number of journeys. • The A40 is a main trunk road with a lot of long distance traffic, as such it requires greater capacity. However, at peak time most of the traffic is for Oxford/East Oxford, any scheme that only accounts for moving people to the North Oxford junctions will not be particularly helpful, as this is not the main employment centre. A scheme that can provide a shorter and reliable transit time to the main employment centres in East Oxford and central Oxford is required. • Train offers greatest capacity and greatest scope for expansion. It is more future proof and is the only option to provide a "proper" solution. • Having a dual carriageway would be great and it is needed, but it would increase the number of cars approaching bottlenecks. There needs to be an option to remove vehicles from the road. With Oxford Parkway opening, a rail line seems to be the obvious solution - but a double track, not single! A single track is a short-sighted option. • I think that would maximise the number of people able to benefit getting into Oxford. Trains need to be frequent. • The A40 does not cope with the current levels of traffic. It is not enough to provide a solution for today's problems. The railway could provide long term capacity and get traffic off of the roads.
Land use planning / housing growth	<ul style="list-style-type: none"> • A Train service would provide quick and efficient access into Oxford and beyond. Investment in roads infrastructure has been ignored for years and reflects a complete failure of government by all successive parties. Development and housebuilding has continued with no thought to infrastructure planning which has led to appalling congestion causing absolute misery to thousands of commuters and additional environmental damage. • Train or Tram would take passenger vehicles off the road. Bus lanes & dual carriageways would do nothing to alleviate the bottlenecks. • Best improvement to travel arrangements and able to cope with longer terms growth.
Cycling	<ul style="list-style-type: none"> • More cycle path facilities on all routes into Oxford would be good and well (I'm not a cyclist). • Tram should be linked with a proper dual bicycle lane along the proposed route.
Innovative modes / Other options	<ul style="list-style-type: none"> • More focus on capping road use. Trains running locally - Carterton to Witney, with cycle routes to stations. • The North Oxford bypass should be given priority over the dual carriageway. • Flyover or other roundabout modification to allow free flow across the Eynsham and the Wolvercote roundabouts.
Other comments	<ul style="list-style-type: none"> • Easy link to Oxford and other parts of the country. Dual carriageway very necessary • Appeared more usable • Need a combination of solutions to help those travelling to work and into Oxford for leisure. • It benefits car users and commercial traffic. This helps trade in the area and jobs. I'm in favour of a slip road through the gateway site to the A44 and A34, to the north and further beyond. • I do not use the A40 to go into central Oxford, (in fact to go into Oxford rarely!) but to access the ring road and M40/A34. My commuting route is Witney to Nuneham Courtney. The train link up would be a good idea as commuters would be able to link up with routes into London for example. I use the Charlbury train for regular trips in to London, but the there is a lack of trains later

	<p>in the evening, which necessitates using Oxford station.</p> <ul style="list-style-type: none"> • Higher investment is a longer term investment and would bring much wider benefits. Make the journey between Witney/Oxford/A34 easier to prevent A4095 being used as a rat run between Witney and A34 (north) • Train to get into Oxford train station would be great as there is limited parking in centre. Dual carriage way would be very beneficial to most drivers as lots are driving through Oxford onto other destinations so bus service wouldn't be for them. Personally, as a teacher I have to carry lots of things into work (laptop, books) so having a car is much more convenient and means I can travel straight to my destination. Currently, I spend over an hour getting in and back home, despite leaving at 6. • The issue with the A40 are caused in great part by people traveling towards the M40 to London. • Most traffic on the A40 is not buses (1% of traffic). Train and tram approaches both create traffic problems elsewhere, and do not help relieve traffic from sources other than Witney/Eynsham. Realistically, few people who travel from outside Witney to Oxford are likely to stop in Witney and get on a tram/train (presumably at nontrivial extra cost - some parking fees + tram/train fees, versus just parking fees in Oxford which may be trivial/non-existent if using a company car park etc). • Dual carriageway is the most straightforward and benefits more people (& those passing through as well as going to Oxford), although I am mindful of the dangers of simply increasing traffic. Nevertheless, schemes that don't go all the way into Oxford are unlikely to be widely used, except possibly by rush-hour commuters. How people will complete journeys is critical. Environmental impact is also a key consideration. • Fulfils all objectives and train line can be extended in future. • I have no interest in going into the centre of Oxford and therefore none of the other options would meet my needs. • People are used to using cars. If they can't then the only other alternative that I think they would consider has to be quick. • It would benefit the most people. • Personal preferences and most flexibility. • Travelling to Oxford daily from Witney and back is a total nightmare. • My choice is the 'golden' option and the most expensive option. I believe that we really must future proof the ability of residents, businesses and out of district commuters to travel to Oxford and further on the A40 in both directions. • Train will improve links for locals; improve areas potential for economic growth. Visitors are more likely to get train than bus from Oxford. Dual carriageway reduces travel time, standard of life is improved, as is productivity for local business as staff on time, people don't avoid area due to traffic which is the current situation. Less standing traffic reduces emissions. Until cost of public transport is reduced in line with the cost of private travel people will continue to use own vehicles.
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Summary of comments received, to question 6, from people who selected Train with Dual Carriageway as top priority in question 4

Theme	Comments / Reasoning Given
Funding / Scale of growth / Land use planning	<ul style="list-style-type: none"> You won't get enough money to do it properly. It's crazy to allow more homes to be built in the A40 corridor, until this and other infrastructure problems have been sorted out. Infrastructure must be in place before any further development takes place. We desperately need housing but without decent transport links to & from the West of Oxford there is no point. I believe the road traffic will continue to grow with the growing population.
Public transport	<ul style="list-style-type: none"> A minimum response of bus priority will not solve the problems. Working with some bus companies may help - for instance, if the Oxford Tube ran a service from Witney to/from London, particularly in peak time (0630 to 0800, 1630 to 1830). The X90/Oxford Bus Company could also consider this. Many commuters travel on the A40 to Thornhill P&R; providing an alternative, closer P&R for instance at Eynsham, coupled with London-bound services could reduce this. Public transport must be cheaper to attract more people. It's cheaper for the two of us to drive into Oxford and park at the P&R than to catch public transport. That seems very wrong. Any scheme would need to be affordable to travel on. A tramway would be terrific if was part of a wider light railway running through and around Oxford to relieve traffic on the ringroad. There are currently no effective time-efficient options to commute into the city centre from the outer edges of the city limits. It takes me 45 minutes on a bus to travel what would be a three-mile direct journey. The new stations at Witney, Eynsham and elsewhere should have good cross-modal links (e.g. to bus lines) but also park and ride sites for those coming from further afield. Rail-based park & ride would have greater uptake than bus-based park and ride because the rail service into the centre of Oxford would be much faster at peak times. Cowley line could be extended to Wheatley! Capacity issues for local rail services need to be talked through with Network Rail before they rebuild Oxford Station. Dedicated bus lane very expensive for very little gain for most road users. People want to access Oxford city centre without having to change from one mode of transport to another. Direct and easy access is important. It would be good to have better bus links. This will be helped considerably by having a new Park and Ride adjacent to the A40 north of Eynsham. This would allow for car drivers travelling from all points west and south of Eynsham to transfer to Park & Ride buses serving the new Northern Gateway developments, the Oxford Parkway Station and Oxford itself. I have not supported a bus lane or guided bus way as unless you can guarantee buses every 5 minutes the space provided would be inefficient.
Park & Ride	<ul style="list-style-type: none"> The proposed park and ride is a good idea, but should be further west. Most of the traffic is coming from Witney and not Eynsham. Park and ride schemes increase the volume of local traffic so should be placed before the jam (not Eynsham)".
Busway	<ul style="list-style-type: none"> Guided busway should start at Shores Green, not Ducklington, allowing normal bus travel and pick up through Witney prior to guided travelling. A guided busway appears to offer the worst of both worlds - high cost (Cambridge!), lack of connectivity to rail, no increase in through capacity.

Cycling	<ul style="list-style-type: none"> • What happens to the cycle lanes if you expand the A40? • Not seen a lot mentioned for the provision of cycles. • Concerned about the future of the footpath/cyclepath if bus lanes or dual carriageway is chosen, footpath/cyclepath will still be required. • Whatever works to the roads are decided I strongly believe the cycle lane should be improved. If it was made wider in certain areas to make it less daunting and the surface improved it would encourage far more people to commute into Oxford using bicycles. The benefits to cycling outweigh any other transport option.
Highway / Dual carriageway	<ul style="list-style-type: none"> • It would be beneficial if [roadworks] work in the countryside could be carried out 24/7. This would not disrupt locals and would mean the work could be completed far more quickly and with less disruption. • Stop traffic coming from Witney way on the A40 from turning right onto Witney road - stop the rat run. • If dual-carriageway is chosen it should go between Witney and Eyn, not just Eyn alone. • Do it properly. Dual-carriageway, new junctions, connections to the A34 and by-pass Wolvercote and Banbury Rd junctions. • Must sort out the connection to the A34, P&Rs, and routes into central Oxford (by strongly discouraging their use if necessary) before dualling. • Has a survey been carried out as to where the traffic goes to? It appears the majority is trying to access the ring road, the A34 and the M40 to bypass the city centre completely, the amount of cars I follow in the morning from Witney, around the ring road and pass as they go into the Science Park at the Kassam stadium is staggering, and this is replicated around the ring road, and with the northern gateway planned this will only increase. • The Design of the A40 dualling should not prevent future upgrades to the A34. Ideally, the A34 should be upgraded to Motorway status, and upgraded from Newbury, to join the M40, at Wheatley, separating the local Oxford Ring Road Traffic, from national traffic. • I was disappointed to see the at-grade junction at Witney [A40 Downs road], surely it should be separated, else it will create a pinch point? • A40 is important route for West Oxfordshire - congestion causes major delay and drives traffic into surrounding villages. Poor network is disincentive for businesses to locate in W Ox. Work near housing is best solution to traffic. Housing near Oxford is also needed. Greenbelt is wrecking wider countryside. Through traffic should be prioritised. A40 s/b treated as trunk road and the train reinstated for local traffic. A40 causes pollution due to delays. N Oxford bypass vitally important. • Dual carriage way - like people have been suggesting for ages. Currently, people spend all the time sitting at the roundabouts and at the traffic lights down the A40 single lane sections between Witney and Oxford. • A bus service running from Carterton & Witney to the John Radcliffe to accommodate the vast about of nurses working shifts who would happily use a bus if it was direct, reliable and fitted around our 12hr shifts. • The issue with the A40 are caused in great part by people traveling towards motorways. • Any solution must provide long term capacity for all traffic, not just local commuting access to Oxford centre/hospitals. The A40-A44 link is key. Car commuting can be controlled by further restrictions on access to Oxford City centre by car. • The junctions at Eynsham and Cassington would also need additional investment/Improvement • By far majority of users are car drivers and not going into Oxford but using the ring road to access roads to London or into Cotswolds. Needs dual carriageways both sides and improved roundabouts as these are the main cause of jams especially

	<p>lorries using the Wolvercote roundabout which stop cars from using the lanes to spread the flow.</p> <ul style="list-style-type: none"> • The most difficult issue is bottle neck at the wolvercote roundabout and the toll bridge. • A link road between the A40 and A34 that avoided roundabouts would prevent congestion and speed up journeys. • A new Thames crossing is required. It is madness to be reliant on narrow bridges not intended for today's vehicles. • Separate roads to divert cars wanting to go north to Bicester or straight on to bypass for M40 London. • Why not have a slip road from west of Eynsham that connects with A34 northbound or even M40 so that all the traffic that is going around Oxford is filtered off. • Dual carriageway will help considerably however, the solution used to connect the A40 to the A34 also needs to be improved in order to maintain traffic flow. Current A34 traffic will restrict any improvement. • The additional "northern by-pass may make some sense but, since the majority of traffic seems to be going to Oxford, the benefit may be too low relative to the cost.
A40/A44 Link Road / A34 Access	<ul style="list-style-type: none"> • Why are you not considering a direct connection between the A40 with the A34? It connects the west with the northern and southern routes of the A34. It would help to relive some of the congestion at the wolvercote roundabout. • Dual carriageway but linking to the A34 west of Wolvercote, otherwise there will still be snarl ups. • A40 smoothly connecting to the A34 further west of Oxford. Slip roads from east of Cassington to the A34 north and south. • Filter lane to the A34 from the A40 sounds like a good idea. Also, the filter at Wolvercote roundabout. • Is there a plan to put a slip road on and off the A34 onto the A40 as this might stop a lot of traffic going as far as Wolvercote roundabout. • A direct junction from the A40 to the A34 looks like a logical option to explore.
North Oxford Bypass	<ul style="list-style-type: none"> • It would seem obvious to link with the bypass north of Oxford, taking through traffic, leaving the local traffic only at all the north Oxford junctions. • Fly over across both Wolvercote and Cutteslowe islands. • Dualling needs to include the north Oxford relief Road, and ultimately, the bypassing of Green Road Roundabout.
Origin & Destination	<ul style="list-style-type: none"> • The traffic survey shows 72% of the peak traffics destination as OXFORD, this is however far too vague. My guess is the majority are not heading for the Centre but other parts of the City and therefore improved bus/train/tram routes would be of no benefit to them, other than marginally short term reducing the traffic on the A40; BUT they would definitely NOT solve the long term traffic problems on the road. CRITICALLY none of the public transport options would help the people of West Oxfordshire.
School Transport	<ul style="list-style-type: none"> • I would like to know the percentage of road users commuting to schools. A scheme to encourage parents to put their children on buses could have a vast impact on the traffic levels (as is evident during school holidays).
Urge to take action	<ul style="list-style-type: none"> • Please just do it quickly! • Need to spend a lot of money. It's been put off for 30 years - far too long. • Please get on with it! • Other countries would have gone ahead and done it by now. Please hurry up.
Railway improvements	<ul style="list-style-type: none"> • Essential to dual track the Cotswold line between Charlbury and Wolvercote junction, to increase capacity, promote Hanborough station as a form of 'Witney Parkway' and integrate bus journeys to dovetail train timetable. Look ahead to next century to create the Oxford - Witney- Swindon- Cheltenham line. Possibly introducing the tram system, capable of upgrading later to a

	<ul style="list-style-type: none"> • rail line. • Using the existing old rail line is a good idea, as this worked well. Carterton needs to be included in this new strategy, as there are loads of new homes there. • Given transit time and traffic on P&R buses etc is still slow from North Oxford to centre just moving people to that junction will not help. An off-the-road solution for the whole distance to central Oxford is required that provides a short reliable non-traffic affected journey time, particularly for people who need to commute onwards to East Ox, now the main employment centre. Uptake of the train from Hanborough (extended parking full daily) shows the appetite for this style of travel. • extend the rail link towards the west or link to any existing rail links.
Bus Lane at Swinford Toll Bridge	<ul style="list-style-type: none"> • Do not think that buses need priority at the toll bridge - managing that or preparing for that would be chaotic. • Fix the Swinford toll bridge. By removing the charge (e.g. compulsory purchase), the queues would be much shorter.
Deliverability & Use	<ul style="list-style-type: none"> • It's important to find out whether people would actually use the proposed schemes or might just like the idea of them. I like the idea of the train (or tram), but know I wouldn't use it regularly if it takes significantly longer to get to my destination in central Oxford. • You have to overlook the short term objections of self interest groups, eg NIMBY'S for the greater good of the community.

Summary of comments received, to question 5, from people who selected Tram with Dual Carriageway as top priority in question 4

Top Priority Bus Lane and Dual Carriageway – Comments in response to “what are your reasons for your choice”.	
Theme	Comments / Reasoning Given
Serve a range of destinations	<ul style="list-style-type: none"> • Most of the traffic is going from West Oxon to the city centre, therefore something completely new needs to be built, as well as improving the A40 (dualling). It is a shame that everything takes so long to achieve. • The A40 is a passage through which people coming from a range of often rural locations travel to a range of locations in Oxford. Buses, trams and trains help people that live along those routes, but not otherwise. A40 is beyond capacity and only dualling will help that. Dualling must come first, but a reliable train service serving local community into Oxford and hopefully London would combat that. • I am aware that the old rail line has been put to other uses. Trams take up less space than rail lines. Train only goes to one destination in Oxford. • Current public transport only available to centre, Oxford needs a circular tram. • Tram might be best for getting into Oxford but car is needed for onward journeys to London and airports. • A tram will give frequent mass transit access to Oxford - it should link to the station - whilst the Dual Carriageway is needed for through traffic.

	<ul style="list-style-type: none"> Contrary to reports I do not see 70% of A40 traffic heading for central Oxford, more like 2% and possibly 30~40% to East Oxford or beyond. The bulk of the traffic is heading either for the A34 or the M40. It's not all about Oxford you know, most of us are trying to avoid the place. If you also want to improve public transport use to get into Oxford the only options attractive to the general public will be trams or trains, busses just don't cut it regardless of bus lanes or stupid guideways.
Meets needs of variety of users	<ul style="list-style-type: none"> TAKE TRAFFIC AWAY FROM A40 AND GIVE PEOPLE OPTION OF OTHER MODES OF TRANSPORT - NOT EVERYONE DRIVES OR WANTS TO + AGING POPULATION AND YOUNG PERSONS . ALSO CONNECT OTHER VILLAGES ie : EYSHAM WHICH HAS GROWING POPULATION. PITY DR BEECHING DID AWAY WITH TRAINS IN 1960'S - VERY SHORT SIGHTED WE COULD DO WITH THEM NOW !!" Needs a scheme that will enable all transport users to get through reliably - public, private and business. Anything less is really just playing at it - a false short term economy which won't significantly improve matters.
Reduce Congestion / Improve traffic flow	<ul style="list-style-type: none"> Provided alternative ways into Oxford and eases road congestion. Bus has to be reliable to be an alternative to driving - It is no good the bus being stuck in a jam! Easing of congestion. Removal of vehicles saturation separation of long and short haul. Allow greater flow of traffic, but also offer public transport options to reduce some people's journeys. For those who are not driving to central Oxford this is a double benefit. Dual Carriageway to easy through traffic congestion, Tram to remove traffic for commute
Successfully implemented else where	<ul style="list-style-type: none"> The fact that this combination is used successfully in various European countries e.g. Germany.
Improve journey time /Frequency	<ul style="list-style-type: none"> Trains provide fast journeys and good investment for the future. More encouragement for users to use push bikes/trains. Keeping cars off the roads. I believe this method would lesson negative impacts on env. In the future. Trams are more frequent than trains/less impact on the environment. Dual carriageway to relieve pressure. Trams are good for local and DC good for carrying from further west. Trams would work better if spread across all the city, so you wouldn't have to change to another form of transport to get elsewhere. Trains would be good if they linked up with Oxford Parkway. Trams are likely to be quicker than buses as they will have a dedicated route which should not be impeded (too much) by other traffic. Case study could be Nottingham.
Cost of Travel	<ul style="list-style-type: none"> I support the train and tram, as I feel people would use this if it was reasonably priced. Not supported the bus lane because a bus from Witney to Oxford is so expensive. As a family of 3 it costs us £15 and we would not use again as a result.
Economic / Business	<ul style="list-style-type: none"> I cannot employ people to work for my employer in Oxford, due to the commute adding 3 hours to their day, esp. if it involves paying for childcare on top. The system of getting to Oxford must be improved. Tram and DC to make it accessible for all drivers and non-drivers.
Housing & employment growth	<ul style="list-style-type: none"> We need a dual carriageway because of the rapid expansion of Carterton and Witney. I note that most journeys surveyed are into Oxford - would encourage more commute by cycle in this instance or bus. I frequently use the route and most are heading to the A34 or M40. Encouraging public transport use is fine, but there are enough people who'll never use it, so increasing numbers of homes in W/Oxon will inevitably lead to increased use of the A40 no matter what you do to encourage otherwise. Increasing capacity of

	the A40 is essential, hence the dual carriageway however, that's only a temporary solution - in less than a generation we'll just end up with another A34. So need extra solution. I like the tram idea, which could expand throughout the city/county
Implementation	<ul style="list-style-type: none"> Tram gives opportunities for increasing the number of stops without incurring extra costs (as opposed to railway).
Public transport	<ul style="list-style-type: none"> This requires a radical and comprehensive solution. Tram seems to offer more capacity than train. If this is not the case, then I switch to train and DC. Not supporting bus and guided busway, as only 1% of use is bus and still get congestion at Dukes cut end. Tram/DC is beneficial for everyone. Trams into central Oxford would be a great incentive to leave the car at home. If all the suggested works to the A40 up until 2025 were completed, do we really need any of the other schemes? It could encourage commuters to leave their cars behind. Tram or train would both be good however it would depend on where they started, could cause massive parking problems. I don't think just a dual carriageway is any good as it would just fill up with traffic as now. Alternatively having effective and fast buses from Witney to Oxford, using bus lanes, might encourage people to use them.
Other comments	<ul style="list-style-type: none"> Tram needs to go to Oxford station with its own dedicated platform. DC needs to go beyond Green Roundabout to take traffic away from congested routes. Makes use of current transport corridor and does not add to travel. Issues with Eynsham. Uses less greenbelt land. Longer term, you need to consider the next 30 yrs. Need a bus lane in both directions. Tram very dependent on planned Oxford terminals. Reality is that people use cars = Dual carriage way. Trams are a fantastic system in many other countries that have a hop on hop off possibility and would be a first step to connect with a city tram system which would be so much better than the thousands of empty buses which pollute and break up the roads. Bus lanes are mostly empty too. Also better than trains due to the non-availability of train stations and the fact that trains are run privately. To provide a permanent solution to a problem that will only increase over time. Tram would be efficient and (?) cheaper than train. Dual carriageway would improve driving options. Some train/tram links between Oxford and Witney is essential. Best solution for drivers and non-drivers. Most practical Best long term solution and dual carriageways are safer. New tram system installed in the city of Bordeaux is integrated fantastically well. Tram should go from the centre of expanding Witney to the Centre of Oxford. Cost of course the problem. Concerned re environmental impact on Oxford Meadows and other areas.

Summary of comments received, to question 6, from people who selected Tram with Dual Carriageway as top priority in question 4

Top Priority Bus Lane and Dual Carriageway – Other Comments (Question 6)	
Theme	Comments / Reasoning Given
Other Road Issues: A415, A34	<ul style="list-style-type: none"> New Witney to Abingdon road also needed and upgrade A34 to 3 lane motorway. The intersection with the A34 needs attention. It is always on the travel news. The A34 needs looking at - It really ought to be a motorway.
Cycling	<ul style="list-style-type: none"> I also want to see a bicycle lane that is not directly attached to the road – let's have some greenery between the road and the cyclist - for safety, feeling of cycling through nature and better air. Again something other countries are doing as a matter of course whenever major roadworks are being done.
Park and Ride	<ul style="list-style-type: none"> Free Park and Ride from Eynsham Current planned P&R at Eynsham, unlikely to work without dedicated bus lanes, both ways and given the origin of most of the traffic, should this not be at Witney, where most of the journeys are generated. Also issue of cost. If it was free, it might work, again depends upon terminus/route in Oxford. I think a park and ride at Eynsham is a good idea but it needs to be big enough to be useful, 500 spaces doesn't seem very much. A park and ride in Witney outskirts would be better, as so many people have to commute from there. If more housing comes to the area it will get even worse. I guess that to build a double decker park and ride would be very expensive but maybe cost effective in the long run. I am delighted to hear that you are considering doing something about the A40.
North Oxford bypass	<ul style="list-style-type: none"> Consider the 'tin-hat' scheme again, which would relieve pressure on Oxford North, whether or the not the ill-conceived Northern Gateway development goes ahead. YOU NEED TO LOOK FURTHER THAN THE NEXT 5 YEARS - IT IS THE JUNCTION TO THE A34 THAT NEEDS TO BE LOOKED AND THAT A LOT OF TRAFFIC COMES OFF THE M40 AT WHEATLEY TO GET TO A40 AROUND OXFORD. IT NEEDS A NEW ROAD OR TUNNEL TO TAKE THIS TRAFFIC AND ALLOW OXFORD JUST TO HAVE ITS OWN RING ROAD AGAIN !!! IT IS GETTING IMPOSSIBLE TO USE FACILITIES IN OXFORD i.e: JR IN HEADINGTON NIGHTMARE TO GET TO AND GET AWAY FROM. AVOID COMING INTO OR NEAR OXFORD OR ANYWHERE NORTH OF BOTLEY - DUE TO THE A34 + A40.
Public transport	<ul style="list-style-type: none"> Short term solution would be a guided bus way. Tramway or rail needs to link to Carterton - and Swindon. Bus/ tram services to link from Faringdon/ Carterton via Witney to London rail services with through ticketing and guaranteed connections. Regular and reliable bus services Carterton/ Witney to South Oxon Abingdon Wantage Didcot. Any strategy has to be future proof - half-baked niche ideas like the guided bus way don't open options up for future expansion/improvement of transport options. The tram idea opens up the possibility of taking it further whilst also providing a realistic alternative to people who can and want to avoid the roads. It's not clear on the consultation document however, how those trams would link up with the city centre.
Highway / Dual carriageway	<ul style="list-style-type: none"> There should be no debate. The A40 must be a dual carriageway. The Q is which other mode will compliment it? Matt Oliver reported in the Oxford Times (quoting Oxfordshire C.C) on 1st October that provision of a dual carriageway would allow travel from Witney to Oxford in 7 minutes. The distance from Ducklington Lane in Witney to Sunderland Avenue in Oxford is 9.9 miles so 7 minutes is equivalent to 84.9 mph. At 70mph the time would be 8.49 minutes. To achieve these travel times there should be no hold ups at traffic lights or roundabouts. Motorway style slip road entries and exits are needed.

	<ul style="list-style-type: none"> • New link of motorway standard - no roundabouts - A40 west of Wolvercote to M40 East-bound. New dual carriageway from Witney/ Carterton to Abingdon/ Didcot - linking to upgraded motorway standard A34. • There is a need to take through traffic away from Oxford - A40 and A420 through traffic need to be taken North and West of Oxford towards Junction 9. • To be successful it will also be necessary to resolve Wolvercote to Cutteslowe. When I say dual the A40 I mean all of it from Witney onwards. Not fussed how this is achieved provided it happens. Also, the Cassington lights need fixing. The number of times those lights hold traffic for no reason is unbelievable. • You are asking for long term but one jam can be solved short term. Highways Dept needs to send out one man to solve one jam without costly consultation. An instant solution to congestion on the A40 at the Cassington lights would be CHANGE THE PHASING. For twenty years I've driven through these lights. At rush hours there are horrendous queues on the A40 while the local traffic waiting to join the A40 is but a handful. At rush hour the phasing should be weighted heavily in the A40's favour.
A40/A44 Link Road	<ul style="list-style-type: none"> • Completely redesign the Peartree interchange to take traffic away from the Wolvercote roundabout. • I am disappointed that the current Wolvercote roundabout does not include a left turn slip from the A40 onto the A44. Many cars could turn left without waiting for the roundabout. • A40 should have a direct slip road onto A34, preferred both ways.
Journey time	<ul style="list-style-type: none"> • Urgently required, as can be 20-30 mins for a 3 min journey, most of the time including weekends, moreover, the expansion of housing more than outstrips the road improvements. It's not the 70s! • All solutions must offer significant benefit to commuter traffic to give a time + financial benefit to commuters. Without an affordable mass transit solution uptake will be limited.
Land use / Longevity	<ul style="list-style-type: none"> • The current "fixes" ie roundabout works at Wolvercote and Cutteslowe and proposed bus lanes and a park and ride at Eynsham are temporary at best and likely to contribute to even more congestion at worst. A permanent solution is needed. Much of the cost can be funded by providing land for much needed housing in Eynsham and north Cutteslowe and by re-locating both the Oxford golf clubs (Banbury Road and Cowley) at a combined site and utilising the existing golf course land for housing.
Other comments	<ul style="list-style-type: none"> • People do not drive for fun. They will only take public transport, if there are no changes involved. A40 must be dualled, if more houses are to be built. Public transport cannot fill every need, but it will help some journeys.

Summary of comments received, to question 5, from people who selected "Other Combination" as top priority in question

4

- **Tram and dual-carriageway with a bus lane via Eynsham** - Provides alternative ways into Oxford and eases road congestion. Bus has to be reliable to be an alternative to driving - It is no good the bus being stuck in a jam!
- **Guided busway and tram** - A totally segregated mode is required to reach central Oxford from Witney. A guided busway has the lowest upfront cost, but it absolutely needs a 100% segregated route through Oxford and proper bus terminals to avoid paying on the bus. A tram is my personal favourite, as it would have

the rail-effect in rider-ship and is the most comfortable means of travel. It requires strong collaboration with a continental town with experience on tram-rail, to learn from their best practices.

- **Tram and train –**
 - Proper public transport is better for the environment and less traffic is better for the air pollution and peoples' health. Building more and more houses miles away from where people work is stupid and short sighted. This forces people to commute and increases the problem of congestion.
 - Tram and train is sustainable and will unlock the possibility of getting into London. It will take the daily frustrations of bus travel out of resident's daily lives and provide a real alternative. House prices in the city are forcing more workers into a long commute. Tram and Train will provide a measurable benefit to the standard of living for those in West Oxon.
 - Longer distance traffic often has no choice about using the A40. Encouraging local travellers especially between West Oxfordshire and Oxford to shift from the car is therefore the most sustainable option. Trains allows interconnection to the national network. Trams encourage modal shift better than bus services and can run into central Oxford (perhaps eventually through it to relieve congestion elsewhere). The two together provide more choice and utility to encourage people to ditch the car.
- **Underpass for local traffic only at the Cassington junction, picking up the old Eynsham road where the services are** - I think anything other than a dual carriageway will become an expensive white elephant. Everyone has got used to using their car (by necessity) to get to exactly where they want to go. It will be difficult to change habits.
- **Monorail –**
 - It seems most practical as it would be fast, efficient and have much less environmental impact.
 - Land is available along the A40 margin. Fast construction time. Frequency of service, automated. Avoids re-engineering existing road junctions.
 - Keep impact on the countryside lower and reduces noise. Keep everything on existing A40 route, rather than building on more fields.
- **More focus on capping road use. Trains running locally - Carterton to Witney, with cycle routes to stations** - Trains provide fast journeys and good investment for the future. More encouragement for users to use push bikes/trains. Keeping cars off the roads. I believe this method would lesson negative impacts on the environment in the future.
- **Bus Lane and the Park and Ride** - Bus lane, as with all the other options is too expensive and not sufficiently suitable to deal with forecast traffic and journey flows. (This is the reason given by this individual, despite its contradiction).
- **Dual carriageway with North Oxford bypass** - By the councils own admission, the A40 is a major trunk road and through route. This is the major issue to be addressed and so the only option is dualling the road with a new link or bypass around North Oxford. Dualling can only work if there is a connection with the A34 and easier access to the M40 London. Remove through traffic from the built up Oxford. Contrary to OCC pie charts, I believe that the most traffic is through traffic. If the amounts of money being bandied about for various options are to be believed, then dualling is the best value for money.
- **Bus lane good for local traffic to central Oxford, associated with dualling for through traffic. Monorail from Witney to Oxford Parkway** – monorail would be cheaper and easier to maintain than a tram way and could be fitted into spaces too narrow for guided buses or tram in Witney and Eynsham.
- **Trolley bus** - Clean emissions. No cost for ripping up roads and spending more on steel for rail tracks. All you need is over head electric cables on posts. It will cost a fraction of the price of trams.
- **Train and bus lane -**
 - All the options list dual carriageway, which is a bit biased towards respondents ticking an option that includes dual carriageway. If Eynsham and Witney were connected to the train, it would be great, though personally, I think the cost-benefit would be less than that which I would receive from the bus

lane. If there was a bus lane and P&R, then I would hope that the bus companies would get together to provide better bus routes to connect to Headington at rush hour. I would be concerned if the bus lane impacts upon the cycle path.

- Cost-effective, not too much impact on wildlife or green spaces. Promoting public transport.
- Ensure that buses run to the east of Oxford. A lot of people live in west Oxon and work in east Oxon. If buses stop at Peartree and the city, people still opt to drive. Give people the best options on public transport.
- Train convenient for onward travel beyond Oxford.
- Provides jobs to run buses and trains.
- In the longer term a train service would be desirable, not least because it offers the opportunity to extend the line, but however, an edge of town station doesn't seem ideal.
- How will the residents of west Oxfordshire get to work while the work to build a bus lane is carried out? All other roads accessing Oxford are nearing saturation now without any more traffic diverting off the A40.
- A train offers the option to bypass the Wolvercote roundabout. It would also attract people from using the road, as trains are known as being the preferred travel option for many people over buses. Maintaining a bus lane along the A40, would also keep flexibility for local travel.
- At present, most of the traffic is coming from Witney and will cheekily park in Eynsham.
- **Guided bus lane and bus lane –**
 - Think bus lane is a better, low environmental impact option. Toll bridge is a big factor, as it causes total gridlock. Buses too, go over this bridge, which is absurd. Plans to build 200+ houses will not help the situation.
 - The bus lane seems the most straight forward and deliverable option
- **Cycle lane –**
 - Disappointed that no mention of cycle lanes, either in terms of providing better maintenance, nor providing parking areas along the A40, where one could park and cycle from. Anyone that lives more westerly than Witney would be taking great risks cycling along the A40. Car parks should be at Witney, Eynsham and Cassington to park and cycle from.
 - Put a cycle track on Farmoor Road. Needs to be a mix of carrot and stick strategies to lessen car travel and to recognise that people live complicated lives, often combining getting to work and collecting children. Some car travel will be necessary, but make it quicker for people to cycle.
 - The cycle lane on the south side of the A40 should be retained and widened. That on the north side could be subsumed into a bus lane.
 - Cycling infrastructure around the Eynsham and Wolvercote roundabouts is very poor and dangerous for cyclists. These and other A40 junctions (Witney, Barnard Gate, Cassington), should be redesigned for safe and convenient cycling otherwise people will not choose cycling over car travel.
 - The widely supported B4044 Community Path (www.b4044path.org) would be the logical choice.
- **Tram with stations at Yarnton Junction and an extension across Peartree Hill to Oxford Parkway** - Tram has possibility of Carterton extension, but needs a proper interchange at a rebuilt Yarnton junction and an extension along the line of the old 1.3 mile L&NWR link to Oxford Parkway.
- **Introduce a "smart card" system on the Swinford toll bridge** - The toll bridge at Eynsham is the main hold up for buses, this needs to be looked at during rush hour.
- **Introduce a congestion charge for Oxford City (this would generate income and discourage cars)**
- **Provide better links to Long Hanborough (station), including a cycle lane and a regular bus service [from Eynsham]**
- **Slow the traffic down during the rush hours and do something about the lights at Eynsham –**

- **Tin Hat first** - You may find that this solves 90% of the congestion problems along the A40 by transiting the majority of the A40 traffic which continues to the east of Oxford, and that you do not need anything else. Has this been modelled? What is the true destination of the 72% of morning peak traffic going to "Oxford"? City Centre, South Oxford, North Oxford, East Oxford, the JR? Until you understand this, you do not know the correct "long-term strategy to tackle congestion"
- **Link road between the A40-A34 and A40-A44** –
 - A great deal of eastbound traffic wants to get to the A34, then north to the M40 or south to the M4 or the ferry ports to Europe. It is currently merged with domestic traffic on a single carriageway leading to the Wolvercote roundabout. A link road to the A34 would relieve most of the congestion at the Wolvercote roundabout, and dualling would greatly improve the flow if it is carried through to the Cutteslowe roundabout.
 - The new Kidlington railway station is on the route of an extended A40 an added bonus.
- **Look at ways of eliminating existing bottlenecks - flyovers, local bypasses, etc.** –
 - The schemes proposed are papering over the cracks. Separate the local and through traffic and eliminate bottlenecks at Eynsham, Cassington and Wolvercote. What takes precedence local, traffic, cyclists, and pedestrians?
 - Build a bridge at Eynsham Roundabout site so the traffic can flow off into Eynsham, whilst the A40 traffic can continue
 - Close the 2nd Eynsham junction
 - Change Cassington junction to maybe a roundabout.
- **City congestion charge** - Making people pay to drive into the city would encourage more people onto public transport. The costs outlined in the schemes are very high at a time when services are being cut. Surely a congestion charge would be cost effective and would raise income.
- **3-lane smart highway** - Within the footprint of the existing A40, create a 3-lane smart highway, with appropriate electronically-controlled signage. Two lanes towards Oxford in the morning, two lanes away from Oxford in the afternoon. Bridge over A40 at Barnard Gate; no right turns at Evenlode Arms; close Cassington junction (new slip road to village from Eynsham roundabout; access to properties on south of A40 direct from Eynsham). This scheme works well on a heavily-used highway south of Lincoln city centre.

Reasons against different options

- A dual carriageway will solve nothing, due to the traffic jams at Wolvercote where people are trying to get to Oxford by car.
- A dual carriageway will not discourage car use, people will drive to a station for a tram or train, but with a guided bus way, the bus can make the whole journey.
- At present the traffic flow along the A40 flows nicely, if it were not for the Wolvercote roundabout and maybe Eynsham. There is no need for dualling the A40, as this only encourages more vehicles.
- Worried about a dual carriageway, as more lorries will transit through and it will encourage more cars in the long run.
- Dual carriageway, train or trams are not cost effective.
- Elderly people living in the south of Eynsham will not benefit from just improvements to the A40 itself.
- A dual carriageway would be a disastrous step and simply prolong the problem: moving the congestion along to another part of the road network and requiring further expense (e.g. north Oxford bypass), simply getting traffic to the next roundabout queue more quickly, not reducing pollution, not reducing congestion in Oxford or other destinations, not providing a lower cost and time-saving alternative to car ownership.
- Train - expensive and service would be too infrequent
- Guided bus - poor value, buses too small for purpose and would not connect with rail services.

- A dual carriageway will merely encourage more traffic long term so spending on alternatives to the car is inevitable - better to get people shifting now than spend £120 million on widening the road and still need to spend millions on public transport schemes later.
- But won't the standard argument apply - many / most will hope that others will use the bus, so they can stay in their cars. The A40 will stay static only marginally less so, 30,000 users are too much for the bus to absorb. Nor does it help those heading to anywhere in Oxford other than the town centre - only the extended dual carriage way does that.

Summary of comments received, to question 6, from people who selected "Other Combination" as top priority in question

4

Planning

- The dualling (or possibility of) has been a topic of discussion since I passed my driving test in 1979. The road is at saturation point. I believe any future housing developments in West Oxon, should be totally banned until the A40 problem is solved.
- Strategy should be bold and forward looking, rather than a piecemeal approach. This way, the opportunity for Government funding may be greater.
- Strategic planning must take into account Carterton. Employment growth at Northern Gateway and Yarnton Science Park will put unsustainable pressure on Witney and Woodstock housing, unless Carterton can become a viable option.
- Plan for car increase now and build a dual carriageway. More cars into Oxford = more prosperity.
- Flooding happens on both sides of the A40 and so building there will just exacerbate the problem.
- Need to create jobs that aren't in Oxford or make houses in Oxford affordable so that people don't have to live in Witney and drive into Oxford every day.
- How are we going to manage until such time as the chosen plan can be carried out? All routes into Oxford are saturated now - plus, if work to dual or add bus lanes are carried out on the A40, how will people get to work while this is going on?
- Stop building new homes in West Oxfordshire.
- We need a quantum leap in inducing modal shift, using sticks (taxes, pricing) as well as carrots (good buses, first-rate active travel infrastructure; excellent transport interchanges for all modes e.g. Park& Rides). Costing of physical infrastructure projects must include capitalised maintenance costs, in addition to installation costs.

Public Transport

- One should actively pursue a deal with Chiltern Railway, for discounted travel into Oxford for users of the Peartree Park and Ride.
- We need bus lanes and park and rides, Eynsham and Shores Green - electric buses too.
- Please don't lose the cycle lane. I think that there should be more public transport links between different parts of Oxford.
- A bus lane might encourage better transport links, but it is the availability of direct links to peoples' areas of work, as well as travel time, that will encourage us all to use public transport.
- Please encourage the bus companies to stop schedule padding - stopping and waiting in Botley and Eynsham only to join queues of traffic. It is a disincentive for people to take the bus if they are made late by sitting at bus stops, for the sake of a notional schedule. Provide an 'every ? mins' service to get workers to their destination quickly.
- Affordable public transport. Give people incentives. Bus passes for Siemens, BMW etc. Encourage employees.

- Different modes of transport suit different journeys. Train is good for commuting, getting to work but is expensive. Buses are good for getting to work locally and good value. Cars are best for shopping and going out at weekends. The current schemes don't take account of different modes of transport suiting different uses and times of the week.

Swinford Toll Bridge

- Sort toll bridge. Bridge for going into Oxford and one for coming out.
- Buy toll bridge and widen it.

Eynsham P&R

- Idea of a P&R is not sensible. I would not use it as a car driver, as it would be more practical for me to take the bus the whole way from Witney or just drive the whole way. Whatever is chosen must be affordable for commuters.
- I doubt whether 72% of travellers go into the centre of Oxford. This means that a P&R will be underused, as people will not give up their cars for the bus into the centre.
- Eynsham Park and Ride is absurd, no one will use it half way to Oxford.
- "Park and Ride should be relocated east of the B4449, with improvements to the A40/B4449 roundabout. It could then serve the A40, buses using Swinford bridge, tram (or train) to Yarnton Junction / Oxford / Oxford Parkway and would mean a smaller Park and Ride at Ducklington (it's too far to walk from Cogges to Ducklington).

Oxford destinations and other destinations

- Bus lanes do serve a purpose, but they are limited. People need the A40 for a lot more reasons than just work - getting to other parts of the country. Train and tram are vastly more costly, but also limit the benefits and may not actually be that convenient to most. Dualling may have some impact upon the environment, but a more straightforward fit to help people reach their various destinations.

Eastern end of A40

- The intersection with the A34 needs attention. It is always on the travel news. The A34 needs looking at - It really ought to be a motorway.
- Essential that improvements are made at Wolvercote to help the flow and I would encourage a hamburger and lights at this roundabout, together with the Peartree link before the A34 flyover.
- Two junctions near the Wolvercote roundabout, one to approach the A34 and one off the A34 onto the A40. You don't then have to hit Oxford if you are bound for the M40.
- Until there is a ring road around the north of Oxford, dual carriageway is useless.

Funding

- Get funding from the MOD for some road improvements near Carterton.

Miscellaneous

- "LTP4 makes a clear commitment to modal shift - i.e. encouraging people to get out of their cars and to travel in some other way. In these circumstances, you would expect some investment in infrastructure to promote cycling and walking. Sadly all the options presented are completely

silent about promoting active travel. This is a glaring omission! I have many other observations, but your outrageous limitation on space suggests to me that you do not wish to know them..."

- Any plans to reduce congestion along the A40 should also incorporate solutions to deal with congestion on other roads (B4044 for example); otherwise the problem will only move from one road to another.
- If economic development is a goal - and not just the alleviation of commuter misery, then you need to factor in the infrastructure for commercial traffic thus generated

Future:

- LOCAL: the proposals attach too little weight to the likes of a) Oxford Parkway station; or b) new homes at Barton, both of which will generate extra traffic, nor do they tackle term-time congestion (congestion is much reduced during school holidays!).
- REGIONAL: Oxford needs a comprehensive traffic strategy to address; a) removing Southampton-Midlands traffic from the A34 in Oxford by means of a new A34-M40 link, perhaps via Didcot; b) removing London-Cotswolds traffic from the A40 in Oxford.
- "Any additional infrastructure, including A40 improvements, will need to be paid for... And I suspect the main funders will be developers happy to do so in exchange for more opportunities to build in West Oxfordshire. These opportunities will mean strategic sites in addition to those proposed in the excellent WODC draft Local Plan. I therefore (reluctantly, for I sympathise with the current commuters' plight) do not agree that improvements to the A40 will be of general benefit to W Oxfordshire." Leave it alone until the current mania for house-building has subsided.

Appendix 4: Summary of responses from organisations

This document summarises and truncates the original responses, in order to pull out the main themes, and points.

Organisation	Comments
A40 Cyclists Group	<p>We note that the figure of 72% given for Oxford as a destination for traffic is nonsense, because it clearly includes all traffic heading northward or eastward as well. Even an accurate figure would be useless without distinguishing between journeys to the city centre and those to the major employment centres in Headington: the former might be well served by buses along the A40, but none of the options offered would improve the latter.</p> <p>We consider it disgraceful that the consultation exercise does not address cycling at all, despite being launched within weeks of the adoption of LTP4 which advocates a modal shift towards cycling. We accept that cycling is not for everyone, but it is axiomatic that whatever measures are taken to improve A40 journeys must not discourage or hinder cycling by further impairing the poor facilities already in place.</p> <p>It is essential that the interests of cyclists be considered at every stage of the design and implementation of any changes to the A40 route. This was entirely neglected in the current works at the Wolvercote and Cutteslowe roundabouts, with the result that the cycle route to Oxford and Headington was on more than one occasion closed without warning. Only after some fairly acrimonious exchanges and the intervention of Cllr. Mathew has the situation improved to the extent that cyclists are being consulted and notified of changes to the route. It remains to be seen whether the finished works will be satisfactory for cyclists, who were certainly omitted from traffic flow modelling.</p> <p>Those of us who attended the exhibition were glibly assured that cycle paths would be retained in both directions under all the options. We do not, however, believe this to be the case:</p> <ul style="list-style-type: none"> • The detailed dual carriageway feasibility study in June of this year by URS Infrastructure and Environment Ltd. does not show a cycle path at all between Eynsham and Barnard Gate. Inexplicably, neither this document nor the A40 Witney to Oxford corridor study (March 2015) is included in the documents presented for the consultation. • Figure 3.3 of the latter document shows a cycle lane separated from a bus lane by a matter of centimetres. This violates current Department for Transport design standards because it would be not only unpleasant but probably lethal to cyclists at vehicle speeds exceeding a few mph. We are astonished that anyone could imagine otherwise; yet it seems that as a result of this the current 1-2m grass verge between the existing cycle paths and the carriageway is regarded in the schemes offered as wasted space which could be occupied by (say) a bus lane. <p>In fact, the current cycle paths are substandard in construction, drainage, width, and (in places) separation from the carriageway: current design standards specify 3m width and 1.5m separation. We do not see how even a single bus lane could be</p>

	<p>accommodated in the current footprint of the road were this to be rectified. In principle the road could be widened on the side away from existing buildings, but this would require very careful management in order to maintain a through route for cyclists (including safe crossings) at every stage of construction – hence the need to design this in from the outset, as was manifestly not done for the roundabout improvements (or indeed when the A34 flyover was replaced, where the contractors, Costain, generously avoided closing the cycle path for the duration when they were belatedly made aware of the effects it would have). Any reconstruction which affects the cycle path must of course include re-laying it to current standards.</p> <p>It is essential to maintain cycle paths in both directions, because cyclists commute in both directions and cycling after dark against oncoming headlights is difficult and dangerous even with high-power lights, which themselves risk dazzling motorists. It is also essential to maintain at least the recommended 1.5m lateral separation between cycle paths and bus lanes or the carriageway, to reduce both wind shock and spray from puddles.</p>
Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust.	<p>The A40 corridor is ecologically sensitive, with a number of sites of biodiversity value including priority habitats, Local Wildlife Site (LWS), Sites of Special Scientific Interest (SSSI), and the Oxforas Meadows Special Area of Conservation (SAC), as well as priority and protected species, and the Oxford Meadows to Farmoor Conservation Target Area (CTA).</p> <p>It is not possible to form a fully formed view on the relative ecological impacts of the different proposed schemes without ecological survey and assessment. The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 require consideration of alternative and their environmental impact; it is important that the environmental impact of all options is considered at an early stage to ensure that it has been fully integrated into the decision making process.</p> <p>It had already been identified that the option of a dual carriageway has the potential to encroach on the SAC. There is also the potential for indirect effects on the SAC.</p> <p>The proximity of all options to the Oxford Meadows Special Area of Conservation (SC) means that screening will need to be undertaken in accordance with The Conservation of Habitats and Species Regulations 2012. Assessment will be required as set out in section 61 of the Regulations. Under Regulation 62, it is only possible to take forward an option which would have an adverse effect on the SAC if there are imperative reasons of overriding public interest of social or economic nature. It would need to be demonstrated that there are no alternative solutions and compensation for the impact would be required.</p>
Bike Safe	<p>The policy position: our starting point to comment on the proposed scheme is the Local Transport Plan 4, it is essential that any transport scheme should be consistent with the key policies of LTP4. A key plank of LTP4 is the achievement of 'modal shift' i.e. to encourage people to reduce their usage of cars and to encourage them to use other means of travel – notably public transport and cycling.</p> <p>The policy and delivery gap: the proposed investment to the A40 corridor is one of the flagship projects under LTP4. In this context it is deeply regrettable that no consideration appears to have been given to how improved cycling infrastructure could contribute to the</p>

	<p>bigger policy goals.</p> <p>Think in terms of the western approaches, not just the A40: we encourage OCC to go much further and to consider investments from the perspective of the western approaches to Oxford. This means that instead of concentrating all the budget on the A40, it should look at making investments in the other principal route from Witney and Eynsham – the B4044.</p> <p>If only one part of the road network is 'improved' it is inevitable that more people will be attracted to use that part of the network. In turn, that will lead to use beyond its capacity and before too long congestion will be as bad as before. The growth in population will lead to a growth in travel, especially since many of the proposed employment sites are not in West Oxfordshire but in the city.</p> <p>A key element of the A40 strategy must be to increase travel options not to choose an approach that will put all the investment into a single mode of travel. Similarly, where it is possible to create a choice of routes, this will avoid bottlenecks.</p> <p>It makes sense to encourage use of the B4044 as an alternative route. This will take pressure off the A40. The inclusion of a bus lane from the Siemens Roundabout to the Toll Bridge is a good start to make this route more attractive. But that is just one small step and a more ambitious and multi-modal investment is needed if the goal of diversity in travel mode and routes is to be achieved.</p> <p>Integrate cycling infrastructure into bigger schemes as a matter of course.</p> <p>A40 Bus Lanes: This is the most attractive of the options. It is consistent with the central policy of LTP 4 (modal shift) and it is the cheapest and easiest to deliver. Evidence suggests that people are happy to switch to buses for longer journeys if the service is frequent, comfortable and reliable. It is hard to see the benefit of a Park and Ride facility at both Eynsham and Shores Green. Clarity on the site of the P&R is essential. We would urge OCC to be bold and go for a Shores Green Park and Ride from the outset. Wherever the P&R is built, it MUST be designed to enable people to choose to cycle to the P&R, not just be designed for access by car drivers.</p> <p>While we believe that the bus lanes are the best option, their construction must not be at the expense of making existing cycling infrastructure less fit for purpose and less attractive to (potential) users.</p> <p>The Eynsham – Wolvercote section is unusual in that there is a path on both sides of the A40. Although it may be controversial, we believe that it may be justifiable to make room for the bus lanes by reducing the cycle lanes to one side of the road only provided that the following conditions are met:</p> <ul style="list-style-type: none"> • A wholly new, wider (3.5m or more) and high quality path is built on one side of the road. Our sense is that it would be better built on the south side of the road, but others may have a different view. • The new path should be separated from the carriageway by a grass strip of at least 2 metres and that strip should include an anti-glare barrier for those cycling in the dark. • The loss of an existing cycle lane must be compensated for by constructing a new segregated path along the B4044 from Eynsham to Botley. • The new segregated provision alongside the B4044 would be a flagship model of how LTP4 is to be implemented and built to
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	<p>high quality standards and agreed with the Oxfordshire Cycling Network.</p> <p>The proposed bus lane from Siemen's Roundabout to the Toll Bridge should be a shared use bus lane to accommodate cyclists. It should be a minimum of 4m wide, and in addition, it may be worth building it with a chamfered edge along its length to allow cyclists onto the adjacent pavement to allow a bus to pass. A separate pavement for pedestrians should be retained.</p> <p>Provision of an off-road cycle path from the Toll Bridge to Eynsham westbound to enable vehicles to overtake slow moving cyclists.</p> <p>Guided busways have some benefits over on road bus services under certain conditions, but it is not clear from the information provided that those conditions are met for the A40. In particular, the cost seems to be significantly higher than a dedicated bus lane and there is no time savings benefit. In these circumstances, the key question must be “will more people stop using their cars to use a guided busway service than to use a park and ride bus lane service”. If so, then it may be worth looking in more detail at the busway option, but there is simply not enough information for us to comment in an informed way. If the busway option is chosen, there is the need provide high quality cycling provision at the Witney end of the busway.</p> <p>Dual Carriageway. This option should be rejected. It is in direct opposition to the central message of LTP4, modal shift. Building a dual carriageway will do nothing to contribute to numerous policy priorities such as improving air quality, encouraging active travel and reducing congestion.</p> <p>Railway. Attractive as this option might be to some people, there must be serious doubts as to whether it offers value for money, given the very high capital costs and the likelihood that it will not be effective in attracting more than a small minority of travellers. As it stands this option appears to be neither practicable in terms of rail capacity nor attractive to enough users.</p> <p>Tramway. This option suffers from poor research and an excessively narrow approach.</p>
Brize Norton Parish Council	<p>Proposals give a very limited solution to the problems of congestion on the A40. Principally it leaves the bridge at Duke's Cut as an obstruction to traffic flow.</p> <p>Proposed the Key Solution is to 1) build an additional bridge at Duke's Cut, and 2) put in place a system that will cope with the volume of traffic that comes from the confluence of the A40, A44, and A34 as well as local traffic on the north side of Oxford and Summertown, as well as giving access to P&R at Peartree and Water Eaton and the new rail station at Oxford Parkway.</p> <p>Bus lane: This offers no improvement in traffic flow for other vehicles, so car and commercial vehicle journey times would be unaffected. No commercial advantage to businesses in WOD.</p> <p>Dual Carriageway: Of little value if the Key Solution is not implemented. With the Key Solution incorporated it gives maximum flexibility for all road users and would almost certainly give the WOD the road access it desperately needs.</p> <p>Guided Busway: This proposal is three times the cost of Bus lane, with no additional benefits. In addition special buses will be</p>

	<p>needed, which will limit its attractiveness to the bus operators.</p> <p>Witney to Oxford Tram: it is inflexible and of little or no benefit to both road users and local businesses.</p> <p>Witney to Oxford Train: Only 1-2 trains per hour in each direction so it has limited capacity. Carrying capacity could be increased by using longer trains, but this would need longer platforms and increase the capital cost. It is proposed to use either the old railway route to join Cotswold line at Yarnton, or alternatively a new route to the north of the A40. Inflexible and of little or no benefit to both road users and local businesses.</p> <p>It is clear that making adequate provision for both bus and cars will give the public (and also business) the best solution to the A40 problem.</p> <p>Conclusions:</p> <ol style="list-style-type: none"> 1. The dual carriageway option for the A40 provides the best solution for all road users. 2. This is only a viable proposition if a second bridge is constructed across the railway and canal at Duke's Cut. 3. Connect this to the A44/A4260 roundabout and you immediately improve access to key routes. 4. This would be the basis of a radical change to traffic flows and could become the start of a clockwise gyratory system.
Cherwell District Council	<p>We have reviewed the information in 'Connecting Oxfordshire - Investing in the A40'. We note the potential 'North Oxford' bypass as part of the A40 Dual Carriageway but do not feel there is sufficient information accompanying the informal consultation for us to provide you with meaningful officer comments.</p> <p>A number of the proposals identified in this document including the potential bypass are within Cherwell District Council, the Oxford Green Belt and within the proximity of the Oxford SAC.</p>
Corpus Christi College	<p>The College supports a strategy which is based on provision of bus lanes, in conjunction with a park and ride site at Eynsham and a regular bus service linking the park and ride site with Oxford City Centre.</p> <p>Such a strategy would be the 'most affordable' option and hence more likely to be deliverable.</p> <p>It also provides the opportunity for existing bus services such as the S1, S2 and the S7 to stop at the proposed park and ride to provide a greater frequency of services and a greater variety of destinations such as the John Radcliffe Hospital and Headington, in addition to the City Centre.</p> <p>It would also allow local service 11 (if diverted via the Park and Ride site) to provide access to destinations such as Long Hanborough, Freeland and Northleigh. It would also allow local service 18 (if diverted via the Park and Ride site) to provide access to destinations such as Clanfield, Bampton, Aston, Standlake and Stanton Harcourt.</p> <p>The County Council owns land north of the A40 at Eynsham to the east and west of the junction with Witney Road. The County Council ownership of this land would help implementation of the proposed park and ride site in this location. A park and ride site located close to the junction of the A40 and Witney Road would also allow the S1 to stop at the park and ride site. This would allow a better frequency of services to Witney, Carterton and the City Centre.</p> <p>The proposed park and ride site at Eynsham provides an opportunity to provide a bus interchange with a wide variety of potential destinations. In conjunction with adequate parking and passenger facilities such as a heated waiting room including real time</p>

	<p>information, refreshments and public toilets, it would encourage more people to use local bus services as an alternative to driving on the A40 into Oxford.</p> <p>A possible model for such a bus interchange is the Ferrytoll Park and Ride site in Fife (north of Edinburgh).</p>
CPRE Oxfordshire	<p>Our current position can be summarised as follows:</p> <ol style="list-style-type: none"> 1. Decisions on the most appropriate strategy to accommodate planned growth in the sub-region needs to be based on an informed analysis, which is not yet available. 2. A comprehensive land use / transport study for the sub-region is essential now, before effects of alternatives can be compared. 3. Whilst development of public transport is fully supported in principle and a tram/train would appear to be likely to achieve the maximum transfer of car commuter traffic from roads, this only applies to employment in Oxford; drivers may still choose to drive to other employment opportunities in the wider area. 4. The consequences of not maintaining adequate road capacity to accommodate the essential needs of planned land uses are likely to include severe damage to the environment of communities lying along secondary main roads, diversion of trips to employment opportunities outside the immediate Oxford area such as Swindon, and high levels of atmospheric pollution from traffic on overloaded roads. 5. If a tramway could attract sufficient Witney-Oxford commuters, it is the preferred option. 6. However, alternatives appear to require much more detailed technical study before any reliable cost comparisons and cost benefit analysis can be made. <p>Once probable usage of alternatives can be established, cost benefit comparisons can be made that will then influence the availability of grants, loans and the required third party funding from development. A major decision of this importance should not be based on cost alone.</p>
Cyclox	<p>We have read the Consultation responses by the Civic Society, by Oxfordshire Cycling Network, by the A40 Cyclist UserGroup and by Bikesafe, the B4044 cycle path campaign. We don't intend to repeat the arguments, which have been well made in the other submissions from Oxfordshire cycling organisations. We completely endorse their views and conclusions.</p> <p>We emphasise also that :</p> <ol style="list-style-type: none"> 1. we consider that the thinking underlying all five proposals too closely adheres to the discredited "Predict and Provide" highways philosophy, abandoned nationally twenty or more years ago. 2. possible, even likely, technical advances in the medium term could shrink or even render unnecessary major hardware investments like those offered in the proposals. These might for example include autonomously-driven vehicles, offering the chance for saving roadscape by close platooning; realtime highly-localised congestion-pricing to discourage jam-occupiers; improved electric-assist bikes, including cargo bikes. On the last possibility, we note that in the Netherlands already by 2014, 20% of new bike sales were e-

	<p>bikes; that the average commuter trip distance on an e-bike is around 50% further than on an unassisted bike.</p> <p>3. At the Wolvercote Roundabout grade-separation of Active Travellers by an overbridge and concourse with ramps (cycling and walking) is essential, and needs to be linked to the developing proposals for Northern Gateway.</p> <p>4. References to cycling were made in the Baseline Study, though with an undue emphasis simply on cycling just for leisure purposes. It made sensible comments on the value of Travel Planning⁷. None of this has been picked up in the current proposals.</p> <p>We consider that only a fundamental re-think, to include much improved provision for Active Travel, can lead to satisfactory solutions to the transport problems on the NorthWest approach to Oxford.</p>
Eynsham Parish Council	<p>Eynsham Parish Council (EPC) is very disappointed that during the whole planning process for this stage, no attempt was made to consult EPC.</p> <p>The Consultation Feedback Form for this consultation pointedly avoids any reference to the components of the Local Growth Fund Scheme which overlap the options on which OCC is purporting to consult. It is also disappointing that OCC has not chosen to provide any background documents for reference on its consultation page other than the 'Investing in the A40' outline. This is clearly based on the A40 Witney – Oxford Corridor Route Strategy Baseline Statement, September 2014, yet neither this, nor any other supporting documents, have been made accessible so people can make more informed decisions about the choices offered.</p> <p>None of the options available will be viable unless it is shown how they fit into the overall developing infrastructure of West Oxfordshire, and particularly with those settlements directly affected along the A40 route.</p> <p>Because of the failure of OCC to provide adequate supporting documentation for these proposals and the apparent non-compliance with NPPF 31, EPC cannot comment on any of the proposals other than as above.</p>
The Eynsham Society	<ul style="list-style-type: none"> • We do not support the idea of a Park and Ride situated at Eynsham. • The traffic destination figures shown in the consultation document make no sense • The consultation appears to be taking place in a policy vacuum. • Far more detail is required than is shown on the crude diagrams presented. • Any changes to the A40 width or alignment which bring traffic closer to existing properties in north Eynsham, or increase the already intolerable noise levels experienced there, are entirely unacceptable. <p>Dual carriageway. We do not support this at all, because it would merely increase car traffic and move the congestion to North Oxford, unless the majority of traffic were heading to the M40 via the mooted new link to Peartree – which is both unlikely and unknown.</p>

Train or tram. These options are very similar, the main difference being that trams would allow 2-way running in the same space. Superficially these options are attractive, but “up to 1-2 trains per hour” are unlikely to have much impact on congestion, and they are effectively ruled out by the uncertainty over both commercial viability and capacity on existing tracks, and the extensive construction work required for bridges and car parks. In addition, the route suggested by the consultants passes north of the old railway line (now the Eynsham southern bypass) but straight through Eynsham Abbey fishponds, a scheduled ancient monument lying in the floodplain. A route south of the bypass would have to detour some way south round the industrial estate and would then lie entirely in the floodplain. We do not support this option.

We reject the red route (north of the A40) which would provide no service to Eynsham.

Guided busway. This option would provide a fast bus service into (but not out of) Oxford. Presumably it would run along the Eynsham southern bypass and under the A40 at the old Cassington railway bridge. However, the southern bypass is heavily congested in rush hour with traffic heading for Swinford Toll Bridge via the B4449 roundabout, and the route under the A40 is already in use for gravel haul roads. It is not clear that the lane along the north side from Cassington Bridge to Duke’s cut would coexist with the cycle path. We do not support this option.

A40 Bus lane(s). In principle an inbound bus lane to Oxford (and possibly an outbound one too) would help to reduce car traffic, but only if a significant proportion of this is headed for the city centre (e.g. via Peartree Park & Ride) – which cannot be determined from the figures given. Certainly it would do little for commuters to Headington, as the S2 service along the A40 nowhere connects with buses to Headington from the city centre. It would be far more useful if the Oxford bus system were not entirely radial, forcing all journeys to go via the city centre: a “circle line” round the ring road connecting with the radial routes, would greatly improve matters. Eynsham users of the S2 anyway need a better crossing over the A40 than is available at present.

We cautiously endorse the provision of a bus lane towards Oxford, and possibly one in the other direction, but only if these can be safely provided within the available width without compromising or extinguishing the cycle paths. A single “tidal flow” bus lane, not suggested in this consultation, might also be worth investigating, but only if measures are put in place to avoid dazzling oncoming cyclists after dark.

Cycle Paths

Because the consultation ignores cyclists altogether and makes invalid assumptions about available width in the existing corridor, we feel it necessary to clarify some issues.

- A modal shift towards cycling is encouraged by LTP4 to reduce congestion and improve health. No “solution” which impairs the (poor) existing provision is acceptable.
- Lateral separation between cycle paths and carriageways or bus lanes is vital to reduce the air shock experienced by cyclists from passing vehicles.
- Similarly, paths must be of adequate width and must be brought up to standard during any realignment work. They also have very poor surfacing and drainage; much of the north-side path is barely fit for wheeled vehicles.

	<ul style="list-style-type: none"> It has been suggested that space could be freed up by providing only a single two-way cycle path. This is not the case: it is difficult and dangerous to cycle after dark in contraflow to oncoming headlights, even with high-power cycle lights (which may themselves dazzle motorists). <p>Overall, we are dismayed by the paucity and poor quality of the information being offered on which to base responses to this vitally important issue, and we submit that no substantive decision should be made until this has been rectified and a properly-informed consultation has taken place.</p>
North Oxford Golf Club	<p>Routing the North Oxford Bypass as outlined would result in reduction of the Green Belt and the closure of North Oxford Golf Club as a valuable sports and social amenity for local people.</p> <p>The Club notes your proposals for alternative improvements along the present A40 corridor, which should not impact the Club significantly. However, we welcome consideration of accessibility improvements other than simply increasing road capacity. We are only too well aware from successive 'improvements' to the A 34 corridor, of the continuing increase in noise and congestion which continue to affect the Club.</p> <p>We are very surprised and alarmed to see that the County Council has floated the idea of a North Oxford Bypass running across the Course. This seems to be a resurrection of proposals made over the 1980's/90's by the then Department of Transport. These were opposed and rejected by the County Council on both transport planning grounds (including absence of cohesive strategy/ simply moving congestion elsewhere) and land use (including green belt) grounds.</p> <p>These objections still apply today. It is however the latter concerns that we wish to highlight.</p> <p>Moreover, the very presence of the NOGC Course has provided the best possible protection and amenity to this very critical part of the Kidlington gap since the inception of the Oxford Green Belt in the 1960's. Without the Golf Club, there would probably be <i>NO</i> Green Belt here; it is that important.</p> <p>Even if the Council were to continue to press for some by-passing of through traffic from North Oxford, there are several ways of doing this (from the A 40 to Pear Tree link which has been previously proposed by the Council, to a wider route using spare capacity on the A 4260 (former A43)) without taking golf course land - though there would be significant amenity disbenefits in all cases.)</p> <p>Accordingly, we urge you to abandon at this stage of the Consultation, any proposal which would require golf course land.</p>
Oxford City Council	<p>This response has been endorsed by the Lead Member for Planning.</p> <p>In terms of which scheme Oxfordshire County Council should give top priority to, it is unclear from the consultation leaflet how any one scheme will bring benefit over and above any other scheme. The consultation would benefit from some further analysis of options (for instance a detailed-cost benefit analysis) and some additional information about trip destinations within Oxford City (and a further breakdown of their origins within West Oxfordshire). One question, upon which we are unclear, is whether development of the options have addressed the additional planned growth for meeting Oxfordshire's unmet housing need. Clarification is sought on this</p>

point.

It is proposed, as part of LTP4 (Local Transport Plan), that the Eynsham Park and Ride site would be ultimately linked to another remote Park and Ride Site at Lodge Hill and the route would traverse the Eastern Arc. What is unclear is how this route of the proposed Rapid Transit between these park and Ride Sites would operate.

It is disappointing that there are no options for cycle-based improvements as part of the planned investments in the A40 document.

1. A40 Bus Lane

This is the cheapest of all the options and given the segregation of the bus lanes would be likely to encourage a modal shift away from the private car. However, it will need to be linked to increased public transport investment through direct bus routes and Park and Ride services that include the existing services from Pear Tree and Water Eaton. Starting points at Eynsham (already planned) and Witney should also be included to destinations in Headington and possibly to Cowley. The new bus services should additionally focus on making improvements in journey times from West Oxfordshire to the Eastern Arc as this is where there are no real alternative public transport solutions to the private car.

The segregated bus lane is likely to improve travel times along the A40. However for the majority of people, the A40 itself is only part of the whole journey. A complete and compelling public transport based solution to ensure real improvements to journey times is essential to those final destinations not currently well-served by public transport (i.e., the Eastern Arc).

This option is preferred over others subject to further development of the option.

2. Guided Busway

This route would use the old railway line from Witney to Cassington and feature a two-way guided busway. It is likely that this option would have a direct impact on the Oxford Meadows SAC (Cassington Meadow). It is difficult to support adverse impacts to this protected habitat and unlikely that the route in its current form would be acceptable. In terms of the guided busway itself, it would depend on how the route was integrated into the wider network as to whether or not it would be successful or not.

Currently this scheme is not supported as there is insufficient evidence to demonstrate how real benefits would come forward.

3. Dual Carriageway

This option would simply involve providing more capacity for car borne transport and would probably result in an improvement in journey times in the short term, but it would not be long before the A40 was in the same position it is in now, only with two lanes of congestion rather than one. This would likely be exacerbated as there would be a higher number of car-based journeys using the A40 (which would be dual-carriageway in this option). These additional trips would then be funnelled through Sunderland Avenue, which would remain as a single carriageway (thus causing increased congestion at the Wolvercote Roundabout and along the A40). The consultation document proposes that an additional dual carriageway around the Northern Edge of Oxford may be needed to address these impacts. This would be highly costly - almost doubling the cost of this option. Finally given that 40% of journeys terminate at the Eastern Arc, therefore around half of the car-based trips would be using the additional bypass (costed at around

	<p>£100m) this would have a knock-on effect of causing additional congestion in Headington and Marston, with no public transport alternatives available to access the Eastern Arc.</p> <p>This option does not support the over-arching national objective of reducing trips by the private car. This option is not supported.</p> <p>4. Witney-Oxford Train</p> <p>The railway option involves taking people to Oxford city centre however the breakdown of journey data shows that this is not a primary destination for the majority of car-based trips along the A40. As well as being the most expensive, it is the least useful in terms of linking sources and destinations. It is unlikely that this option would benefit journey times to the Eastern Arc.</p> <p>The primary route would also result in some destruction of the Oxford Meadows SAC (Cassington Meadow) so would need to demonstrate, that the benefits of the project outweighed the costs and damage to the Oxford Meadows in construction. There are high costs involved with this option, and there perceived benefits in terms of improvements to journey times to key locations are unclear. Currently this scheme not supported as there is insufficient evidence to demonstrate how real benefits would come forward.</p> <p>5. Witney-Oxford Tram</p> <p>Much like Option 4 (Witney-Oxford Train) this option involves taking people to Oxford city centre, when the destination data demonstrates that this is not a primary destination for car-based trips originating in West Oxfordshire. Much like the Witney-Oxford Train option, it does not provide benefits in terms of journey times to the Eastern Arc and other destinations not served by rail.</p> <p>It is questionable whether it is feasible without additional expenditure (£100m). The primary route would result in an adverse impact to the Oxford Meadows SAC (Cassington Meadow) and so would need to demonstrate that the benefits of the project outweighed the cost and damage to the Oxford Meadows SAC. There are high costs involved with this option, and the perceived benefits in terms of improvements to journey times to key locations are unclear. Currently this scheme is not supported as there is insufficient evidence to demonstrate how real benefits would come forward.</p> <p>In terms of cycling improvements, these could be supplemented with the provision of electronic bicycles, which could have parking provision and a hire scheme in order to fund their running costs. Employers could provide parking spaces close to work and charging could also take place at dedicated cycle parking areas (perhaps at Eynhsam Park and Ride) or at a more remote park and ride in Witney itself (74% of the trips from West Oxfordshire originate in Witney, Carterton or elsewhere in the district).</p>
Oxford Civic Society	<p>Regrettably, we identify very many issues which render this consultation heavily flawed. It is premature in terms of known uncertainties, such as the significance of the forthcoming review of the Oxfordshire Strategic Economic Plan. It is also premature in terms of the ongoing preparation of Local Plans which will determine future land-use development, and it is premature as far as the development of any properly-coordinated strategic development plan for the whole of the Central Oxfordshire region is concerned, something which we have repeatedly called for – see: http://www.oxfordfutures.org.uk/wp-content/uploads/documents/Oxford_Futures_Full_Report.pdf</p>

	<p>The consultation also fails even to present adequately the rationale for consideration of 'improvement' of the A40 corridor west of Oxford in the context of Oxfordshire County Council's recently-adopted Local Transport Plan 4, or its component parts, including the improvements to key points of constraint on the A40 corridor to which commitment has already been made, and some of which are already being implemented.</p> <p>The consultation material is seriously deficient in regard to the volume and detail of the information provided and on which lay members of the public are asked to form opinions. In preparing this response we have identified a number of key questions which require answers if meaningful consideration of 'solutions' is to be given. As it is, not only is the value of this consultation seriously limited, but it is not even clear whether these questions have been properly considered in the preparation of the consultation.</p> <p>Notwithstanding these criticisms, as for a 'solution', although the justification for any of the listed options is not adequately demonstrated, of those options presented the dedicated bus lanes scheme would appear to have the most merit in the short-to-medium-term, on the basis of economic, environmental and social cost-benefit.</p> <p>The option of dualling the existing single-carriageway would run counter to many national and local policies, and would have unacceptable corollaries and consequences in terms of costs, and social and environmental damage, not all of which have been identified in the consultation documents. This is thus clearly not an option which should be pursued.</p>
Oxford Green Belt Network	<p>We feel strongly that any solution to the problems of the A40 should be based on public transport and that an approach involving the dualling of the A40 should be avoided.</p> <p><u>A40 Bus Lane</u>: This would be our preferred solution in the short term, since it is much less costly than other suggestions and can be implemented much sooner. In addition, it would take up less land than other options and be less damaging to the environment, including the Green Belt.</p> <p><u>Guided Busway</u>: Experience at Cambridge suggests that this solution takes much longer and costs much more than is anticipated because of the construction costs. The approximate cost quoted in the Consultation would also rise considerably because of the need for work on the bridges on the approaches to Oxford. We therefore have reservations about this as a realistic option.</p> <p><u>A40 Dual Carriageway</u>: We believe that this would be a retrograde step for a range of reasons. It is widely accepted that creating more road space serves to encourage and increase vehicular movement and thus does nothing to solve the problem in the longer term. The extra traffic that would use the dual carriageway would also create a need for more parking space in Oxford which, if it could be found, would take up precious land. Building the dual carriageway would also itself consume more land and could well have adverse effects on the Oxford Meadows Area of Special Conservation as a result, not only of encroachment, but also from run-off and pollution. The extra vehicular movement would also add to the levels of air pollution, already at unacceptably high levels in the vicinity of Wolvercote and Pear Tree.</p> <p>The Consultation suggests that, because of the additional traffic that it would generate, the dual carriageway option would be likely to resurrect the discredited idea of a bypass of North Oxford, the "Tin Hat" scheme as it came to be known when this was under consideration 20 years ago. We consider this idea to be totally unacceptable.</p>

	<p><u>Witney-Oxford Train</u>: Despite the cost, this could well be a solution for the longer term. The cost is high but if the money could be found, this might well be the time to restore the old railway track.</p> <p>We do not, however, favour the idea of a new line north of the A40, the one in red in the Consultation, because of its impact on the countryside, including the Green Belt closer to Oxford.</p> <p><u>Witney-Oxford Tram</u>: This alternative to the train is worth considering, particularly if the joint tram-train operation were to be permitted. If not, we would have reservations over the consequences of running the tram alongside the A40 for the reasons set out in the consultation.</p>
Oxford Preservation Trust	<p>In general our key concerns with regard to any of the options would be the potential impact and harm to the character of Oxford and its green setting.</p> <p>In particular we are concerned about the impact that a Dual Carriageway would have as such a scheme would be likely to generate an increase in traffic and necessitate further road expansion including as stated a A40-A44 strategic link road and potentially a north Oxford bypass.</p> <p>OPT own c 800 acres of land in and around the city of Oxford – at Marston and to West of the city and we have general concerns about the impact of the proposed options which may involve very large infrastructure schemes for the A40 but also potentially connected to even greater cross county-regional schemes and the effect these might have on other local issues like flooding and mitigation measures like the Western Flood Alleviation scheme.</p> <p>OPT is also concerned about impacts on its own landholdings specifically those at Wolvercote. OPT owns part of Pixey Mead which is designated as part of the Oxford Meadows Area of Special Conservation and we would therefore be concerned about any encroachment on the OMASC but also the impact of increased traffic and associated air pollution which might affect our ability to manage our land to meet our statutory duties. We also restored and opened Wolvercote Lakes to the public in 2014 and we would be concerned about the impact on the hydrology of the Lakes and the surrounding area from any schemes as our own experience here has shown this is fragile.</p>
Oxfordshire Cycling Network (OCN)	<p>OCN includes members from 29 cycling and supporting organisations in the county represents the 170,000 cyclists in the county and the 460,000 who would cycle if it was safe, convenient and pleasant.</p> <p>A significant problem with the consultation document is the lack of context. The A40 covers a single route and a limited set of modes within a wider area and the lack of this broader picture makes it very difficult for non-experts to respond to this consultation.</p> <p>We are appalled at the lack of consideration of active travel in this document – both as a mode in its own right, and in combination with other modes. LTP4 sets out a clear agenda for modal shift, and this should be followed through in any consideration of infrastructure investment. To omit active travel in the consideration of such a large and forward-looking topic as A40 investments suggests an urgent need for scrutiny of the processes that have led to this.</p>

	<p>It is essential that any bus, tram or train route in Witney or Eynsham be connected to the people it serves by active travel options that meet adequate Standards.</p> <p>In addition to the proposed Park and Ride at Eynsham, a Park and Ride at Witney should also be evaluated. This would provide added convenience and hence increase the potential for mode shift.</p> <p>Considering active travel from end-to-end, despite shortcomings in the route, the existing A40 cycle path is well used today. Recent data from the Council's cycle counters indicates 167 users on a weekday on one side of the road – so probably about 330 journeys a day. With ambitions to approximately triple the rate of cycling, this could rise to 1000 journeys per day. While this would remain a fraction of total journeys on the route, it would have a significant economic benefit through health benefits and reduced road congestion.</p> <p>At 12 miles, Witney to Oxford is a practical commute on an unassisted cycle in under one hour. This may be quicker door-to-door than the same journey by motorised modes. Electric bicycles will make it even quicker and more practical.</p> <p>The reason that more people do not adopt potentially healthier, cheaper and often quicker active travel is that the routes are not of adequate standards.....they must be coherent, direct, safe, comfortable and attractive.</p> <p>The current A40 cycle route ismainly safe, but it is interrupted with poor junctions and crossings, is poorly maintained and unpleasantly close to noisy, polluting motor traffic.</p> <p>Thus, our request for the A40 corridor is four-fold:</p> <ol style="list-style-type: none"> 1. Any bus, tram or tram terminal must be well-connected to nearby residences and workplaces by active travel routes meeting adequate active travel standards. <ol style="list-style-type: none"> a. This connection should include suitable quality and quantity of cycle parking. b. The door-to-door synergy between active and public transport modes can be reinforced by good facilities for carrying cycles on buses (or trams or trains). c. A Park and Ride at Witney should be part of the evaluation, in addition to one at Eynsham. 2. A cycle route parallel to the A40 should be retained. If any works are conducted on the A40, the cycle route should be upgraded to comply with adequate modern standards at the same time. <ol style="list-style-type: none"> a. The treatment of junctions, crossings and lay-bys is very important as these are the main current safety risks. These should be improved so that through cyclists can ride continuously and in safety. b. The A40 cyclepath should have an un-stepped link to the canal path at Wolvercote Viaduct. c. If the only possible solution is a two-way cycle route on one side of the A40 then it needs to be of adequate width (3 metres minimum, 4 metres preferred), have adequate crossings, adequate separation from motor traffic, and be shielded from the glare of nearside vehicle lights when travelling in the opposite direction after dark.
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3. A safe, segregated cycle route should be constructed alongside the B4044 as the better route for those travelling to Botley and central Oxford.

4. More broadly, any active travel route also needs to be linked to journey origins and destinations by a coherent network. This will apply particularly to Witney and the Western and Northern approaches to Oxford.

Like the other options, an economic benefit analysis, including health and environmental impacts, is necessary before a good decision is possible. Recent analysis of cycling investments shows median economic returns of 13:1 (and 19:1 for UK investments), several times the 2-3:1 benefits put forward for typical road and rail projects.

Safety for pedestrians and cyclists

Late in the consultation process we were made aware of the A40 Corridor by URS in March 2015. We were shocked to see the diagram on page 18 showing the 'nominated section' with a bus passing about 35cm from a cyclist. The danger inherent in this should have been obvious to any transport planner, and we are very concerned that they were not picked up in the meetings between employees of URS and officers Oxfordshire County Council.

We request that Oxfordshire County Council takes immediate steps to ensure that this shocking and dangerous omission is not repeated by its officers or consultants. As this is a safety critical matter, we request that OCC communicates the actions it will be taking as soon as possible.

Response to the options presented

We would like to see a more full assessment of these options, including the cycling options, against the five Goals of LTP4.

1. To support jobs and housing growth and economic vitality
2. To support the transition to a low carbon future
3. To support social inclusion and equality of opportunity
4. To protect and where possible enhance Oxfordshire's environment and improve quality of life
5. To improve public health, safety and individual wellbeing.

The **Dual Carriageway** option most obviously fails against the Goals of LTP4. It is clearly the worst option for Goals 2,3,4 and 5. No case is made for any advantages related to Goal 1. It will encourage more private car traffic on to the roads, and so put more congestion back in to Wolvercote roundabout, Oxford, Witney and other roads, towns and villages. This aspect does not seem to have been considered by the engineering studies or by proponents of this approach. The likelihood of this is shown by the possible requirement for an extra £100 million to build a North Oxford Bypass, and there would be increases in congestion and pollution in the already congested and polluted centres of Oxford and Witney. **Thus we are strongly against this option.**

For the other options, the journey times are similar, so frequency and ability to get close to origins and destinations will be important in people's choices. The **Bus Lane** option is best against those criteria, and is also the cheapest by a considerable margin. This therefore is the option that **we tend to support.**

	<p>The other options: Guided Busway, Tram and Train all come with considerably more cost and environmental impact than the Bus Lane options. There is a possible case that the 'quality of ride' or the visible presence and permanence of these schemes will encourage more people to choose them. They may also have better options for combining with active travel, for example being more compatible with inclusive cycles. However, this case is not clear so we are currently neutral to these options.</p> <p>The additional expense of the non-Bus Lane options is very high. Even the cheapest, the Guided Busway at £165 million, is £115 million more than the Bus Lane option. This difference would be sufficient to pay for an investment in Active Travel at the All Party Parliamentary Cycling Group recommended level of £10 per population per year for 17 years, which could if spent wisely establish a quality network across the whole county. Thus, any more expensive option should be evaluated against the combination of Bus Lanes and a £100-200 million investment in active travel infrastructure.</p>
Rail Future Thames Valley	<p>We welcome the cabinet decision to proceed with the £36m programme of short-term improvements, ring fenced for public transport, and understand the decision to base the scheme on a bus lane and P&R at Eynsham. However, in choosing the location for the latter, we urge the Council to ensure it does not create obstacles for or reduce viability of longer term developments based on the re-use of the old railway line.</p> <p>It must be recognized that the Oxford destinations beyond the City centre – the hospitals, science based industries at Headington, Cowley and the Science park, etc – are badly served by through services. Any solution must create a cross-city network and also have link in from the villages and small towns surrounding Witney.</p> <p>The main problem with the A40 is uncertainty of journey times – the slightest perturbation on the route creates delays, both for cars and buses. Dualling will not overcome this problem. It is vital that there is an alternative "track" for public transport, separate from the A40 itself.</p> <p>We are also concerned that the £120m headline figure quoted is very misleading.....The real cost of a dualling scheme should therefore include the cost of the earthworks and the by-pass round north Oxford. The total costs would then be very similar to those for separate track alternatives of rail, tram or guided bus but it would still not overcome the perturbation problem.</p> <p>We recognize that currently there are a number of uncertainties about the work being done by Network Rail in the Oxford area, and any suggestions of new connections would probably receive a short term negative response!It is therefore appropriate to delay the choice of node to be used on any reuse of the old rail track. Nevertheless, we believe that rail has a major contribution to make in the short term. Development of Hanborough station...coupled with double of the track from Wolvercote Junction....re-opening the Cowley branch line. The County should improve the road access directly from the A40 to the new Hanborough station car park.</p> <p>For the longer term, we believe that rail should also provide the best solution, provided that is based on a full network across the City region.</p>

	<p>In the short – medium term the proposed £50m extension of the bus lane westwards to Witney makes sense, provided that there is a very high frequency of service (~5 minutes). The enabling works must not preclude a long term rail solution.</p> <p>In summary, we support the “A40 bus lane” as a short to medium term solution followed by “Witney-Oxford train” or “Witney-Oxford Tram” in the longer term, re-using the old railway track, the choice depending upon the outcome of the Sheffield-Rotherham pilot. We strongly oppose the idea of a Dual Carriageway, for the reasons set out above.</p>
SkyCabs International Ltd	<p>Background SkyCabs International Ltd has responded to a request from a resident in the Oxford area to submit a SkyCabs proposal to provide an alternative fast and on-demand transport from Witney into Oxford. Currently traffic on the A40 between Witney and Oxford is heavily congested and various solutions have been proposed. We believe SkyCabs can offer a solution that fulfils the area for growth, is environment friendly and provides a fast, frequent service at low capital and operating costs.</p> <p>SkyCabs ESGART system SkyCabs ESGART (Elevated Small Group Automated Rapid Transport) system is a computer controlled, electric, 2-way moonbeam transport system. It offers a high frequency service, up to six seconds apart, giving a capacity of 4800 seated passengers per hour per direction, equivalent to two lanes of flowing motorway in each direction. Due to its small physical size and frequent station it can tiptoe through cities above arterial roads and connect local communities rather than separate them like heavy rail and wide motorways.</p> <p>SkyCabs Route Overview The SkyCabs Oxford line proposal has been split into two phases: <i>Phase 1</i> SkyCabs Witney to Oxford This services the main area of concern and could be built first. Witney to Oxford Rail Station to Bonn Square/ Westfield Turnaround. Route Length 19.2 km; 9 Stations; 115 Cabs; 16---17 min travel time; estimated construction cost £205m.</p> <p><i>Phase 2</i> SkyCabs Oxford to Headington This extension tiptoes through the Town Centre, increases the desirable destinations and with sensitive design could blend into the historic architecture and becomes a tourist attraction as well. Oxford Bonn Square to John Radcliffe Hospital. Route length 4.2km; 7 stations; 45 cabs; 5-6 min travel time; estimated construction costs £45m.</p> <p>Stations mentioned above include lifts, stairs, synchronous doors. Estimate includes design, supervision, project management fees, construction, commissioning, certification and 10% contingency, but excludes land costs and local taxes.</p> <p>SkyCabs in brief The SkyCabs ESGART system consists of tall eight seater driverless cabs, with plush seats and large windows, hanging from and</p>

	<p>running in both directions along a narrow beam elevated eight to ten meters above suburban and city pavements, integrating with other forms of public transport. The tall narrow cabs can take 8 passengers seated with an additional 8 passengers standing if required and will travel up to 80km/hr. At 6 second headway between cabs, each line can move multiples of 4,800 seated passengers per hour per direction, equivalent to almost two lanes of motorway for each direction on each line. Cabs are designed of an additional eight standing passengers. Eight seated and four standing passengers give a capacity of 7,200 passengers per hour per direction.</p> <p>In an urban environment SkyCabs maximum speed will be 80km per hour, with an average of 60km/hr during a journey. The SkyCabs system conforms to ASCE Automated People Movers Standards 1,2 & 3. SkyCabs International Ltd is planning to demonstrate performance on a site at the University of Auckland during 2016.</p>
South Leigh Parish Council	<p>Not all of these points relate to the current consultation but need to be factored into the detail of the schemes already approved along with the long term strategy under consultation.</p> <p>1/ Improving the A40 is necessary and overdue but won't fix the traffic problems on its own.</p> <p>2/ The new slip road [at A40/Shores Green] will increase traffic through South Leigh if the congestion on the A40 at Eynsham isn't improved.</p> <p>3/ Restricting the Witney bypass may reduce congestion at Eynsham. Dedicating a "local" lane between Witney West and East could do this and may help reduce Witney's congestion.</p> <p>4/ A "park and ride" at Eynsham will increase the traffic travelling to and from the park and ride. The congestion between Witney and Eynsham will be worsened leading to more traffic through South Leigh.</p> <p>5/ A railway line is the only credible long term solution, short of a national road building strategy, but it does require a commitment to a significant level of service to be of any use. The connection to other services is also critical. I am not too sure if this will be well received in the village as we are unlikely to get a station but could end up with the railway line and level crossing. It seems an unlikely prospect but a small station/pub/shop/housing development might be good.</p> <p>6/ The bus lane to the toll bridge is a waste of money and doesn't address the problem. The size of vehicles using the bridge and volume of vehicles stopping to pay the toll cause the hold-up. Busses will get caught in the traffic prior to the bus lane, as does other traffic not destined for the bridge.</p> <p>7/ A new Thames crossing needs to be part of a long term plan.</p> <p>8/ Trams and guided vehicles don't belong to a national infrastructure. The success of these schemes would be dependent on local innovation and commitment. But the mono rail from Witney to Gloucester Green looks quite interesting as it is looking at something "outside of the box", and goes all the way to Oxford city centre.</p>

Stagecoach Group plc	<p><i>Conclusion:</i> Whether cost, practicality, scalability, or effectiveness is considered, it appears to Stagecoach that of the options presented, building on the proven success of our existing high-frequency bus operation in West Oxfordshire, will clearly achieve the best outcomes, at least cost, and in all probability radically more quickly than any other option presented, given the nature of the problem and its causes.</p> <p>Just as the A40 Science Transit scheme will unlock several million pounds of private capital expenditure by Stagecoach, any proposition offering comprehensive bus priority along the entire length of the A40 between Shores Green and Wolvercote can be expected to draw in significant further private sector investment, and thereafter on a recurring basis, ensuring that the improvements secured can be sustained and built upon, funded directly by the operator and users of the service.</p> <p>The potential positive impacts of a bus-based rapid-transit strategy have been demonstrated, in a not dissimilar context, by the Cambridgeshire Guided Busway in particular. This, and a somewhat similar scheme in Gosport, has proved that such solutions can compare favourably with rail based systems for their attractiveness and ability to radically increase the demand for public transport over car use. Here, the benefits of comprehensive seamless bus priority might be expected to be even greater than in Cambridgeshire, as it can tie in seamlessly to established bus priority within the City, and that planned at Oxford Northern Gateway. Streets within Cambridge have not allowed this added boost to the Busway's effectiveness.</p> <p>While the Cambridgeshire project was a response to a clear off-line opportunity for a dedicated bus priority route, very well-aligned with the known core peak journey demands, the wider A40 corridor does not offer a clearly comparable off-line link, either on the former rail trackbed or on an all-new Greenfield route. Therefore, in the case of west Oxfordshire, Stagecoach on balance believes that the impacts that have been demonstrated in Cambridgeshire can be at least as well delivered, at significantly lower cost and in all probability rather quicker, with an on-line bus priority scheme on the A40. As well as being more affordable, we consider that in the context of the local demand for transport, it would be more effective and more flexible than an off-line Guided Busway.</p> <p>We welcome the opportunity to comment on this extremely important scheme, and remain, as always, ready to assist Oxfordshire County Council, its officers and its consultants in every way as far as we can to further build upon the A40 Science Transit bus priority scheme.</p>
Sustainable Witney	<p>Sustainable Witney strongly support further investigation into the train and tram options for relieving congestion along the A40 Corridor.</p> <p>Oxfordshire County Council has raised some interesting options for discussion, but has not provided enough information to make an informed decision on what will be the best longterm solution. No figures are given for the potential of each option to move people from their origins to their destinations in the future. Also, the consultation might be more accurately titled "Investing in the A40 Corridor" rather than just the A-road itself.</p> <p>Sustainable Witney is concerned that OCC commissioned an engineering feasibility study into a dual carriageway between Witney and Oxford without properly investigating the potential of the other options too. This gives the impression that OCC has already</p>

	<p>decided what the longterm solution will be.</p> <p>Sustainable Witney is dismayed that West Oxfordshire District Council has decided to support the dual carriageway as the longterm solution while stating that it does not support the train or tram options at all. There simply is not enough information at this stage to form such a conclusion. Again, it gives the impression that the longterm solution has already been chosen.</p> <p>OCC and WODC recently backed a road solution in Witney which has cost the county and the district dearly in terms of legal costs, lost funding, lost officer time, and a depressing delay in resolving congestion within the town. We desperately need better, rigorous, evidence based decision making in the future.</p> <p>The West Oxfordshire Local Plan 2031 gives anticipated housing delivery in the Witney and Carterton areas as 3,685 and 2,571 respectively.</p> <ul style="list-style-type: none"> • What effect will that have on congestion in the towns themselves? • What effect would a dual carriageway east of Witney have on travel behaviour within those areas? • What effect could a light rail system have on travel behaviour within the towns and to Oxford and beyond? • What are the public health implications (something the district council is now responsible for) of locking the communities along the A40 corridor into a future of road based travel? <p>We are grateful to OCC for opening this conversation; now please let us have a thorough discussion.</p>
Thomas White Oxford Ltd and Pear Tree Ltd	<p>Thomas White Oxford Ltd and Pear Tree Ltd are promoting the delivery of the Northern Gateway employment led mixed-use development proposal and we welcome the opportunity to submit a response to the 'Investing in the A40' consultation.</p> <p>We are wholly supportive of the County proposals to invest in the A40, and specifically to meet the LTP key objectives, namely to deliver improved A40 journey times and reliability; to stimulate economic growth; to improve safety; and to reduce environmental impacts.</p> <p>We consider it essential that securing the full funding provisionally allocated for the delivery of the A40-A44 Strategic Link Road (west of A34) and the Northern Gateway site access infrastructure, both schemes presented as 'an agreed investment up to 2025', is given maximum priority ahead of these additional investments: it is essential that existing capacity constraints at North Oxford are fully addressed to realise the full benefits of each option proposed.</p> <p>We encourage the County to also consider cycle provision as an integral part of each scheme option. A shared cycle lane is currently in place on the south side of the A40 but the proposals do not specify if or how this will be incorporated into any of the options.</p> <p>In regards to favouring a specific option, we reserve judgement until such a time that a fuller appraisal of the options (or at least a short list of preferred options) is undertaken to ensure the maximum return on investment is achieved: this is an unique opportunity to address the challenges presented by the A40 and the solutions should accordingly be informed by a comprehensive analysis.</p>

	<p>We are committed to working collaboratively with the County and all stakeholders responsible for improved transport infrastructure in the North Oxford locality and specifically to ensure all opportunities to secure additional funding are maximised.</p> <p>Please can you keep us informed of progress with the strategy for improving the A40.</p>
GreenTEA (Eynsham)	<p>Green Tea is a Transition Towns group based in Eynsham. We are focussed on reducing Global Warming through a variety of actions, including travel.</p> <p>Principles underpinning Green Tea's Comments</p> <ul style="list-style-type: none"> *to reduce greenhouse gas emissions created by the movement of people and goods; *to ensure the mobility of people and access to facilities by low carbon travel. <p>Objectives</p> <ul style="list-style-type: none"> *to locate homes close to jobs and services so as to reduce the need to travel; *to encourage travel by sustainable low carbon transport, eg. walking, cycling, public transport (bus, rail and tram) and, where these modes are impracticable, car sharing; *to discourage car travel. <p>The Options</p> <p>Green Tea wants the A 40 problem addressed immediately to reduce traffic congestion and, thereby, to produce less greenhouse gas and other pollution. Traffic congestion also wastes time and money.</p> <p>Guided Busway and Railway</p> <p>We support the long term and expensive options of a guided busway and railway. Nonetheless, given the severe budget constraints of the Council, the extended period of implementation and the doubtful cost benefit, we believe these options are not practical. The cost of these options would be better spent on infrastructure to encourage bus travel, cycling and walking, for example, the Eynsham-Botley cycle path.</p> <p>A40 Dual Carriageway</p> <p>Creating more road capacity creates traffic demand. An extended dual carriageway to Wolvercote would not solve the congestion problem and would have poor cost - benefit. The major congestion problem of the Cutteslowe and Wolvercote roundabouts would remain, owing to the weight of worker and goods traffic to Headington and beyond.</p> <p>Toll Bridge Bus Lane</p> <p>Priority should be given to reducing scheduled bus delays around the Toll Bridge. A dedicated bus lane between Eynsham and the Toll Bridge would encourage bus use. This proposal probably has the quickest implementation and the best cost benefit. The Council should also consider how buses can avoid the congestion on the three roads feeding the roundabout between Eynsham and the Toll Bridge.</p>

	<p>A 40 Bus Lane We support the dual flow bus lane on the A 40. A dedicated bus lane would encourage travel by bus, and not by car, by reducing journey time and uncertainty. One of the existing off carriageway cycle lanes, preferably the south one, should be protected and widened. It is vital that cycles do not have to share lanes with buses and cars. The dedicated bus lane should be implemented as soon as possible. Ideally it should start at a park and ride west of Eynsham and continue to Headington/Cowley.</p> <p>A40 Park and Ride We support an A 40 Park&Ride which should be sited west of Eynsham further towards the beginning of the A40 traffic jams. It is preferable for commuters from, for example, Carterton, Witney, Freeland and Eynsham, to use the scheduled bus service to and from their homes than drive to a P&R. Outside these towns, there are fewer bus services and a more dispersed population. For these people, a P&R can be both convenient and sustainable, and should be <u>located where it maximises transfers</u> from outlying villages. This is likely to be where the A 40 is not congested, and where the road network from these settlements connects with the A40, for example, closer to Witney.</p> <p>A40 Bus Lane and Park and Ride A dedicated bus lane, and P&R, would encourage more bus use and less car use. There would be less traffic on the A 40 and, thereby, less congestion, greenhouse gases and pollution.</p> <p>A40 Additional Bus Another useful and achievable move, in taking cars off the A40, would be a bus service for workers from Eynsham, and perhaps Witney, via the A40, direct to Headington.</p>
University of Oxford	<p>1.0 The University's Transport Strategy and the LTP4 The University's has a comprehensive Transport Strategy which forms the basis from which the A40 proposals have been reviewed. It shares many synergies with the County's adopted Fourth Local Transport Plan (LTP4) and the OxLEP's Strategic Economic Plan. The objectives shared between the Transport Strategy and the LTP4 are to:</p> <ul style="list-style-type: none"> • Reduce the numbers of car journeys on the network – including reducing congestion during peak periods; • Promote appropriate sustainable transport alternatives – particularly by improving links on the key north–south (connecting Harwell – central Oxford – Begbroke Science Park) and east–west (connecting central Oxford – John Radcliffe – Old Road – Churchill) routes through the city; • Improve users' journey experience – by improving the quality, reliability and frequency of transport options; • Improve local air quality; and • Reduce the University's carbon footprint. <p>In responding to the A40 consultation we have considered how our Transport Strategy objectives, and those of the LTP4, will be met by the proposals.</p> <p>The University is committed to sustainable travel, encourages the use of efficient public and communal transport, cycling and walking,</p>

and is focused on reducing carbon dioxide emissions from work-related travel and University-owned vehicles. The University discourages unnecessary travel and the use of private motor transport for both commuting and business travel, with the aim of reducing traffic and parking in Oxford.

We have previously iterated our general support for the County's Transport Policies, subject to certain caveats around Workplace Parking Levies and suggestions for strengthening policies for public transport and cycling, in our response to the LTP4 consultation made in March 2015. Our response to the A40 consultation is consistent with both our Transport Strategy and our response to the LTP4.

2.0 University interest in the A40

The University is the County's largest employer with a growing workforce. Around 50% of University staff live outside the ring-road. Increasing costs of housing in Oxford (disproportionate in relation to wage inflation) can be expected to increase this percentage and result in a growing proportion of staff commuting further to and from work. We have an interest in the future of the A40 corridor for two key reasons:

1. A significant proportion of staff live on the A40 corridor in Eynsham and Witney. As these areas are relatively more affordable than Oxford and locations for future housing development, it is likely that staff numbers in these areas will grow. The ability to commute quickly and conveniently from these areas is therefore of importance for us to continue to retain and attract staff and maintain the University as an engine of growth in Oxfordshire.
2. Accessibility to Oxford on major transport corridors is key to sustaining the University's ability to both attract research grants and generate business investment in commercialising research. The A40 currently suffers from congestion which hinders access to our sites and operations and hence our ability to contribute to the wider economy of the County.

We welcome the measures confirmed for delivery by the County on the A40 including bus priority, bus lanes, Eynsham Park & Ride and the current capacity enhancements at the Wolvercote and Cutteslowe roundabouts, which should help alleviate the existing problems.

3.0 Absence of Strategic Transport and Growth Context in the Consultation

The LTP4 sets out a strategic vision for improving access to Oxford through a compelling mixture of demand management, targeted improvements at pinch points in the highways and rail networks and long-term investment in sustainable transport. The LTP4 provides the policies needed to ensure the County and City's transport networks can function and unlock economic growth in the face of planned growth in jobs and housing. The University broadly agrees with this vision, the LTP4 objectives and wishes to support its realisation.

We are therefore concerned that the A40 consultation is presented outside of and with no reference to the LTP4 strategy or its relative importance in respect of other key strategy measures that are essential to deliver the LTP4 vision e.g. investment in the Eastern Arc, bus rapid transit, demand management measures, premium cycle routes and other key highways corridors such as the

	<p>A34.</p> <p>It is unclear how much of a priority the A40 corridor upgrades are for delivering the LTP4 vision in comparison to other equally pressing projects such as the Eastern Arc. It would be helpful to have an explanation of why, or indeed if, the A40 is being prioritised over other schemes and to what extent it is going to deliver the LTP4 objectives. Equally important and currently unclear, is understanding the relative likelihood of the A40 corridor proposals receiving funding, put in the context of competing with other essential LTP4 schemes in bidding for the same LGF pot.</p> <p>Similarly there is no context of development growth to frame the options. Without reference to planned or likely intensity of housing and jobs development to be served by the A40 corridor it is not possible to understand where travel demand is likely to originate from and to where. Consequently the University cannot draw informed conclusions regarding which mass transit solution would best meet development; is it concentrated, high density mixed use clustered around railway stations or linear development along a tramline? This would have a huge bearing on the need for and affordability of a new mass transit system.</p> <p>Without this strategic transport and growth context it is difficult to know what impact the options being consulted upon would have or to judge their relative need and benefits. Crucially, no evidence has been presented as to why the A40 proposals are required, nor information provided on to what extent the committed investments on the A40 and the proposed Northern Gateway development link road could solve the current congestion problems. There is also no assessment of what impact the other LTP4 policies will have on the predicted travel demand on the A40 corridor, for example by reducing demand through mode shift and better accommodating the remaining vehicle trips within the network.</p> <p>4.0 Comments on the options Notwithstanding these comments, we offer the following observations on the options proposed.</p> <ul style="list-style-type: none"> • A40 Bus Lane £50m This option seems the most pragmatic manner of quickly and cost effectively moving large volumes of people with potentially simple integration with the existing highways network and bus infrastructure at either end. It could also represent the lowest cost and least difficult to deliver method of providing mass transit to new development areas at Carterton. However, unless combined with new and effective bus priority measures such as peak hour bus gates in Witney and Oxford the services will likely continue to get caught in congestion as at present and the time saving benefits could be lost. As with all the proposals, it needs to be accompanied by detailed modelling to ascertain the impact on private vehicles and freight, but could enhance the attractiveness of a new Park & Ride at Eynsham. • Guided Busway £165m Whilst it might be sufficiently different to a conventional bus service to attract more passengers it is hard to see how the additional investment over a bus lane is justified, unless it can penetrate far enough into Witney and Oxford. Again, patronage modelling and better understanding of trip demand is required. It would maintain the existing part dual carriageway capacity on the A40. Rather than just being a super Park & Ride commencing at the edge of Witney, it would be desirable if it was able to continue into the heart
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	<p>of Witney and on to Carterton to enable movement of large numbers of people. Unless combined with effective bus priority measures and peak hour bus gates in Oxford where the guided busway section ends, it will likely get caught in congestion and the time saving benefits could be lost.</p> <ul style="list-style-type: none"> • A40 Dual Carriageway £120m This proposal directly contradicts the LTP4 policies to manage demand and deliver non-car, sustainable access into Oxford via mass transit. It is concerning to see this option included which will simply move traffic further Eastwards along the corridor where it will still bottleneck as it meets the edge of the City. It would be interesting to see the predicted benefit:cost ratio which must be close to zero. Given the lack of road capacity and parking in the City and the planned delivery of Workplace Parking levies it would be a backward step for the County to deliver such an ineffectual, poorly targeted road widening scheme which will likely increase congestion, carbon emissions and further tarnish the City's transport reputation. • Witney – Oxford Train £285m Whilst an attention grabbing idea it is impossible to judge the relative value of this option given the absence of any information on expected passenger numbers, location of new stations in relation to new developments or interest from potential operators. The likely location of a station in Witney will place much of the population beyond reasonable walking distance and it is hard to see the station attracting patronage unless it was accompanied by major investment in local feeder cycling networks. In reality if such sums of money were available they would likely be better targeted at more readily deliverable projects with more obvious decongestion and accessibility benefits such as delivering passenger services and a new station on the Cowley branch line. • Witney – Oxford Tram £240m Again, it is without value to judge this option in the absence of passenger forecasts and location of likely halts. Furthermore, does this option include the cost of delivering the necessary tram connections on the public highway into the heart of Oxford and Witney? If such a service could be delivered it has potential to offer true mass transit to a large potential market and offer superior services to conventional buses. However, without a firm commitment to a future City-wide tram network this seems like a costly and potentially abortive investment. <p>5.0 The potential for cycling on the A40 corridor As previously articulated in our response to the LTP4, the University believes that cycling has greater potential than currently provided for and has proven high benefit:cost ratios, representing excellent return on investment across a range of policy areas. We would like consideration given to upgrading the cycle routes on and around the A40 between Witney and Oxford as part of the options. Many of our staff do cycle from Witney, in spite of the distance and current provision. Eynsham is within easy cycling distance and there is an existing community campaign to upgrade the B4044 to enable safe, traffic free cycling to Botley and the City centre showing clear suppressed demand.</p> <p>There is scope within all the suggested options to incorporate a quality traffic free cycle route as part of the upgraded A40 corridor and we suggest it is included by default in all options. If provided as part of the highway envelope, off-road cycle provision is recommended with paths of sufficient width and a margin strip maintained between the cycle path and the adjacent vehicle lane, as</p>
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	set out in LTN 2/08 and LTN 1/12. This would provide a substantial improvement on the current user experience and safety of the cycling environment on the A40 and encourage more people to cycle.
URBED (Urbanism Environment Design)	<p>As a frequent user of the A40 round Oxford, as well as someone involved in Oxford's future growth, I want to commend the thorough and powerful analysis in Oxford Civic Society's submission. Major road improvements MUST be considered alongside long-term spatial growth plans.</p> <p>However, in view of the complexities and lack of an agreed spatial plan, the County may also find the attached papers of help. The first followed on from a seminar at UCL on Trams for Oxford. It shows how Bus Rapid Transit along the A40 could be combined with upgraded rail services on the North South route, and ultimately by a new tram line linking Oxford's central railway station East West with strategic housing developments on the City's edge.</p> <p>The second paper develops our proposals for an improved local rail service into what Reg Harman and I call Swift Rail. While this does not solve the problem of linking up Witney and points West, it would greatly help the 'modal shift' that the OCC submission aims to bring about. It will be published shortly along with diagrammatic plans.</p> <p>Submitted paper: Trams for Oxford. Could light rail improve our historic cities? Summary of the findings from a seminar on the introduction of trams in Central Oxfordshire. Shows how Bus Rapid Transit along the A40 could be combined with upgraded rail services on the North South route, and ultimately by a new tram line linking Oxford's central railway station East West with strategic housing developments on the City's edge</p> <p>Submitted paper: SWIFT RAIL (SRT) AND GROWTH CITIES A new approach to suburban transport called Swift Rail, modelled on the extensive German Schnell Bahn and the London Docklands Light Rail systems, should reduce car use in medium sized towns and cities. The proposal draws on plans to double the rate of house building tackle congestion, and promote healthier living, and could be funded without adding to the government's financial commitments.</p> <p>Most thinking people would agree that development and infrastructure need to be considered together, and that we must find ways of reducing car usage, especially in and around towns and cities. Our proposals for Swift Rail are radically different to the usual British top down and adversarial model, but could possibly appeal to a government looking for ways of providing better services without increasing public expenditure, and for using new housing to create healthier life styles. They might also win support from a transport industry that is increasingly linked to European operators, and from cities that want to improve their quality of life, without it 'costing the earth'.</p>
West Oxfordshire District Council	The A40 through West Oxfordshire is congested every working day causing misery for many people and restricting the economic potential of West Oxfordshire. It is a major Issue for our district and only a long –term solution will solve the problem. While the

	<p>currently planned £35 million investment is very welcome, this is not enough by itself.</p> <p>The problems on the A40 need to be seen in the light of the substantial growth planned in the County. The Northern Gateway development will create a major new employment node at the end of the corridor, and here are a significant number of new homes planned in West Oxfordshire. In combination with the new Oxford Parkway Station this will significantly increase the demand for travel along the A40.</p> <p>It is helpful to see the agreed investment already identified for the A40 corridor on one diagram. This include important improvement to access for Carterton and Witney improvement to the road network to the north of Oxford and significant improvement to public transport. However as the Local Transport Plan itself recognizes these improvements are unlikely to wholly resolve the current capacity issues on the A40 let alone deal with the impact of future developments in West Oxfordshire.</p> <p>The District Council is of the opinion tha the A40 Dual Carriagew option is the appropriate long term solution. It is appreciated that this will equire a rationalization in the number and nature of acceses joing the road. There also needs to be further expiration of the additional 'North Oxford' bypass to overcome the inherent constraints at Wolvercote and Cutteslowe roundabout.</p> <p>The A40 Dual Carriageway option should be part of a wider package of measure which will also enhance public transport, cycling and walking, as well as motor vehicle travel along the A40 corridor.</p> <p>This is important because of the need to manage traffic and travel demand in Oxford and to offer choice. There is limited car parking at some destinations in Oxford , and there will be changed in travel patterns caused by the Northern Gateway development and the new Oxford Parkway Station. In particular the District Council ask the County Council to investigate park and ride opportunities further along the A40 at Witney, and also bring forward the ideas in the Local Transport Plan to reconfigure bus services so that effective services are introduced to the oxford Parkway Station, to the Hospitals and to the employment areas in the eastern area of Oxford.</p> <p>The District Council's comments on each scheme are as follows:</p> <p><u>A40 Bus Lane</u></p> <p>This option is the cheapest option and appears to be the option most easily deliverable. However, it would not significantly increase the capacity of the road for cars and freight vehicles. Therefore the District Council does no see this option as the long term solution. To get the full benefit for bus users, and increase the modal share of public transport, it would need to be accompanied by reconfigured bus services enhancing connections to key destinations in Oxford.</p> <p><u>Guided Busway</u></p> <p>The Guided Busway at £165m is significantly more expensive than the A40 Bus Lane option yet it doesn't appear to offer any significant advantages in journey time. For these reasons the District Council does not support this option. It is not clear where park and ride facilities would be located and this option might require significant changes to bus routes in Witney given the start of the busway at Ducklington Roundabout. Presumably this would reduce services using Oxford Hill and therefore disadvantage users in</p>
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northern and eastern areas of Witney.

A40 Dual Carriageway

The District Council strongly support the A40 Dual Carriageway option. This is the appropriate long term solution for the A40 as it significantly increases the roads capacity and would benefits both freight and passenger vehicles. It would also improve travel times and journey reliability along the A40 corridor and would stimulate economic development in West Oxfordshire.

The highway network in the North Oxford area also needs further need enhancement. The A4—A44 Strategic Link Road is an essential project and this may need to be extended into a wider North Oxford bypass. As mentioned before the A40 Dual Carriageway should be part of a wider package of measures including public transport, cycling and walking.

Witney – Oxford Train

This is the most expensive option at £285 million. It would provide a direct link to Oxford Railway Station but wouldn't enhance accessibility to other important destinations in northern and eastern areas of Oxford. The frequency of trains will be restricted by the extent of single track and would only allow 1 to 2 trains an hour in each direction. It appears likely that this option would not lead to a significant reduction in congestion on the A40. The District Council does not support this option in the context of the current consultation.

Witney – Oxford Tram

This is another expensive option at £240 million. This option would offer improved frequencies in comparison to the train option but has some significant drawbacks. It would not link directly to Oxford City Centre unless on street running was included at an additional cost of £100 million. It would also not connect directly with destination in the eastern area of Oxford. The District Council does not support this option in the context of the current consultation.

Other Comments

It is not clear from the promotion material which other options may have been considered by the County Council. The District Council is aware of the Witney to Oxford Monorail concept that is being promoted by WestOx Monorail Ltd. It would be helpful if the County Council could carry out a comparative analysis of this option, if it hasn't done this already, in order that all reasonable options are considered. However, such analysis is unlikely to change the Districts Council's view that the A40 Dual Carriageway is the appropriate long term solution.

It is important that the Council keeps to its timetable and reaches a conclusion in spring 2016 on the long term strategy for the A40. A number of significant decision will be taken in the near future on the details of the Local Growth Fund package and on planning for Oxford's unmet housing need. These decision need to take account of a longer term strategy for the A40.

The District Council would like to work with the County Council to help put forward a strong case for government investment as a key part of the funding package for the long-term solution. The District Council can explore the potential for developer contributions through the Community Infrastructure Levy, or from Section 106 agreements, to supplement with investment from other sources.

	<p>The District Council would also like to work with the County Council on the details of the Local Growth Fund Scheme in order to coordinate the design for this with its planning for the area.</p>
West Waddy ADP on behalf of Pye Homes	<p>These representations are made by West Waddy ADP and are on behalf of my client, Pye Homes, who are party to an Option agreement on approximately 45 hectares of land at the north of Oxford Hill and east of Jubilee Way, Witney. This side is known as 'Land North East of Witney'.</p> <p>The presented options for improvement the A40 Corridor route include the following: Option 1: Bus lane from Witney Shores Green to Dukes Cut along the A40 route at a cost of approximately £50 million. Option 2: Guided Bus Way...£165m Option 3: Dual Carriageway...£120m Option 4: Witney – Oxford train...£285m Option 5: Witney – Oxford tram...£240m</p> <p>My client is supportive of options 1 and 3 labelled above for the following reasons.</p> <p>My client's option agreement includes the land required for the delivery of the Shores Green slip roads onto the A40 which would aid in the delivery of the improvements to the A40 detailed in Options 1 or 3.</p> <p>The Land North East of Witney side is deliverable, as defined in the National Planning Policy Framework paragraph 47, viable and can realistically deliver the much needed Shores Green slip road to the A40. This will go some way to alleviation traffic problems within Witney as well as contribute to the strategic upgrades to the A40.</p> <p>Presently West Oxfordshire's emerging Local Plan identifies a spatial strategy that focuses housing development in Witney, Carterton and Chipping Norton. We consider this strategy to be partially correct in that housing allocations should be in locations on strategic corridors, such as the A40 to help deliver improvements. Focusing development in Witney supports this.</p>
West Waddy ADP	<p>West Waddy ADP welcomes the opportunity to comment on the proposed improvements to the A40 Corridor and our full response is detailed below.</p> <p>The presented options for improvement the A40 Corridor route include the following: Option 1: Bus lane from Witney Shores Green to Dukes Cut along the A40 route at a cost of approximately £50 million. Option 2: Guided Bus Way...£165m Option 3: Dual Carriageway...£120m Option 4: Witney – Oxford train...£285m Option 5: Witney – Oxford tram...£240m</p> <p>West Waddy ADP is supportive of options 1 and 3 labelled above for the following reasons.</p>

	<p>Presently West Oxfordshire's emerging Local Plan identified a spatial strategy that focuses housing development in Witney, Carterton and Chipping Norton. We consider this strategy to be partially correct in that housing allocations should be in locations on strategic corridors. Focusing housing development in Witney support this, however the Plan should look to also allocate housing at Eynsham to support planned infrastructure and especially improvements to the A40.</p> <p>We have made representations to the West Oxfordshire Local Plan and will be attending to Examination in Public beginning 23 November 2015 to argue the case for inclusion of allocated sites within the Eynsham sub area. This will be spatially aligned not only to proposed improvements to infrastructure, such as the A40 but also to economic growth within Oxfordshire, and potentially contribute to Oxford's unmet housing need.</p>
West Ox Monorail	<p><u>Summary - an addition to the options for the A40 corridor</u></p> <p>WestOx Monorail believe that enough evidence exists where monorail has been implemented successfully to conclude that it is worthy of consideration in this situation. At present monorail development is being approved in many countries where authorities have an appreciation of what it can achieve in terms of providing the right public transport solution in a given situation. It would undoubtedly be a bold and inspiring decision to explore the utilisation of monorail technology on a Witney to Oxford rapid transit system but in comparison with the alternatives it has advantages in many areas. To overlook this proposal would be to dismiss what is possibly the most viable public transport option for the A40 corridor. As part of a forward-looking strategy to benefit the city of Oxford and the residents of West Oxfordshire it could help alleviate A40 congestion and provide an iconic transport system for many years into the future.</p>
Witney Bike User Group (BUG)	<p>Firstly, WitneyBUG respectfully requests a thorough, critical evaluation of the proposed longterm options with respect to their effects on future congestion and public health in Witney.</p> <p>The focus of this consultation is to relieve congestion on the A40 between Eynsham and Oxford, however, the option chosen will influence future travel choice and hence congestion within Witney in the longterm.</p> <p>The traffic flow causing concern on the A40 is approaching 25,000 vehicles per day. The traffic flow in Bridge Street, Witney outstrips that, approaching 30,000 vehicles per day in an air quality management area. WitneyBUG is not suggesting one is directly linked to the other, but does suggest that ignoring the opportunity to positively influence both when choosing how to invest in the future of the A40 corridor would be a rare opportunity squandered.</p> <p>In a staggering omission for a transport consultant, the URS review document neglects to recognise cycling in Witney and the significant role cycling plays when properly integrated with good quality public transport:</p> <p style="padding-left: 40px;"><i>9.2.7 ...This location would allow most of Witney to be within a 500m walk of the station.</i></p> <p style="padding-left: 40px;"><i>Other travellers would be expected to drive or use buses.</i></p> <p>Please feed this back to URS.</p> <p>Secondly, WitneyBUG respectfully requests a commitment from Oxfordshire County Council to maintain Witney's safe, direct, cycle link to Eynsham, improving its quality in line with current best practice if changes are made to it.</p>

	<p>Cycling was presumably excluded from the brief for the URS Dual Concept Carriageway Study. The drawings show the cycle path disappearing between Barnard Gate and Eynsham and no thought given to crossing junctions or any consideration given to an alternative route.</p> <p>This appears to fly in the face of Oxfordshire County Council's own policy in its recently adopted Local Transport Plan. This is very disappointing considering the time spent generating it.</p> <p>Thirdly, WitneyBUG request that current best practice is applied to the design of the cycle track alongside the proposed bus lane between Eynsham and Oxford.</p> <p>The sectional drawings of the carriageway design show no buffer space between the cycle track and the bus lane. With good design people can be protected from water spray and the bow waves of air pressure generated by blunt nosed buses moving at speed. Cycling in the bus lane is not an adequate solution and the cycle tracks must be wide enough for trikes, handcycles and cargo bikes to pass comfortably.</p>
Woodstock Town Council	<p>At the Woodstock Town Council meeting of 13th October 2015 Woodstock Town Councillors discussed the A40 Consultation and resolved that it:</p> <ol style="list-style-type: none"> 1. Welcomes the consultation exercise 2. Urges OCC to ensure that something is done 3. Recommends the option for the bus lane in both directions from Witney to Wolvercote at a cost of £50m <p>Asks that if funds become available OCC should continue to explore the practicality of the tramway option.</p>
WOT	<p>Our official position on the consultations:</p> <ol style="list-style-type: none"> a) we remain firmly opposed to the dualling of the A40 b) we favour a public transport solution, but one that isn't short term, is long term, sustainable, provides social integration and allows to connect people and work. We do not believe the proposed bus lane meets these requirements. c) we dispute the costs mentioned in the report for both the road widening (underestimated) and the rail link (overestimated) and we request the Council to have the estimates in question (road and rail) externally audited d) we continue to be in favour of the provision of a rail link between Carterton/Witney and Oxford as the lack of such mode for the combined population of Carterton (and neighbouring villages) and Witney (outlayers) has a negative impact on the economy of the area, being this in relation to the rest of the United Kingdom the largest population centre not directly served by a railway e) we see a stepped approach like the one suggested by us (e.g. reopening of the Yarnton junction/link, link to Cowley branch, etc.) as the only sustainable and long term solution to the problem.

Appendix 5: Figures mapping respondents' postcode

Figure 10: Respondents' Home Postcodes

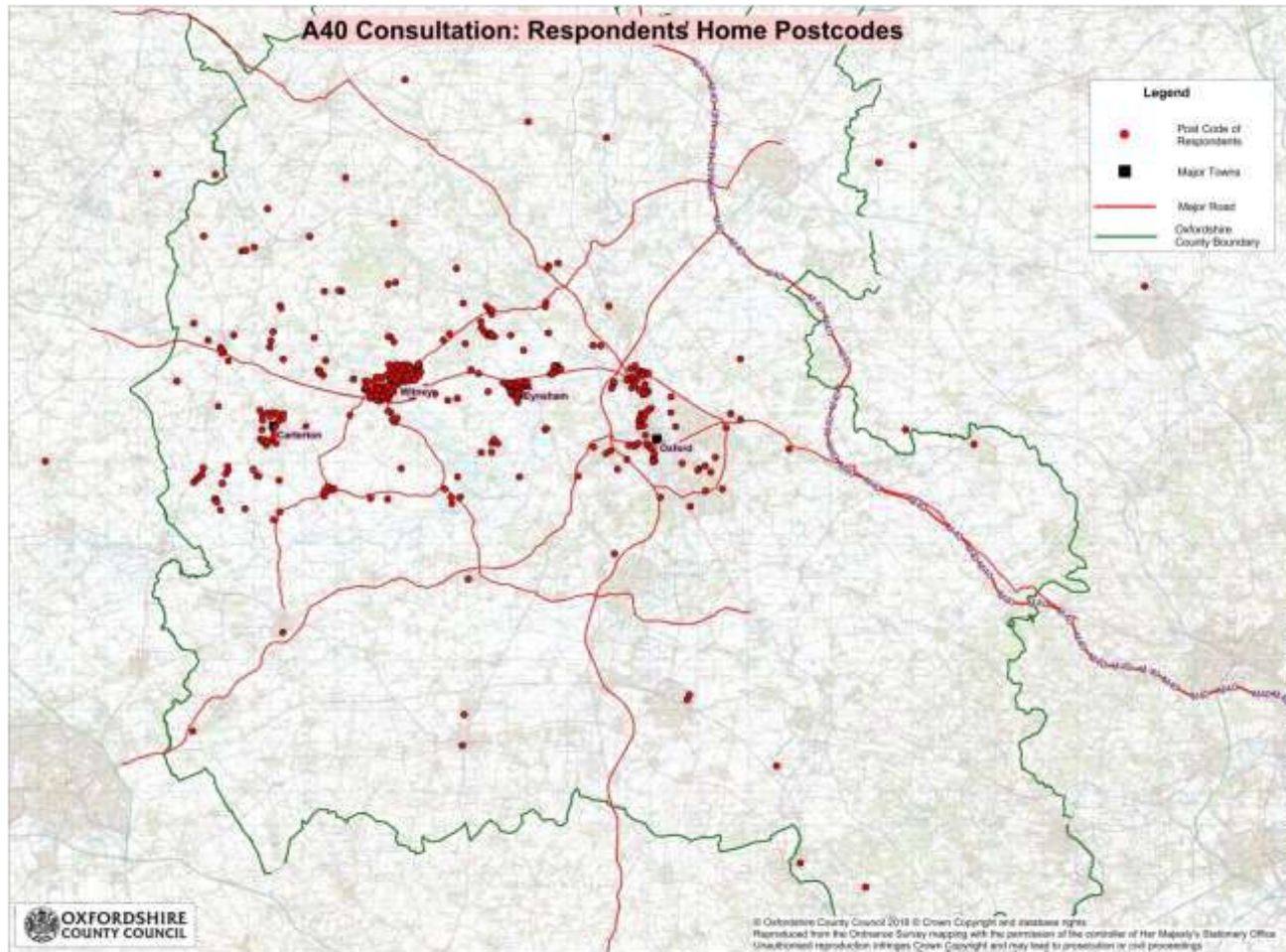


Figure 11: Respondents' postcodes showing their current mode of transport.

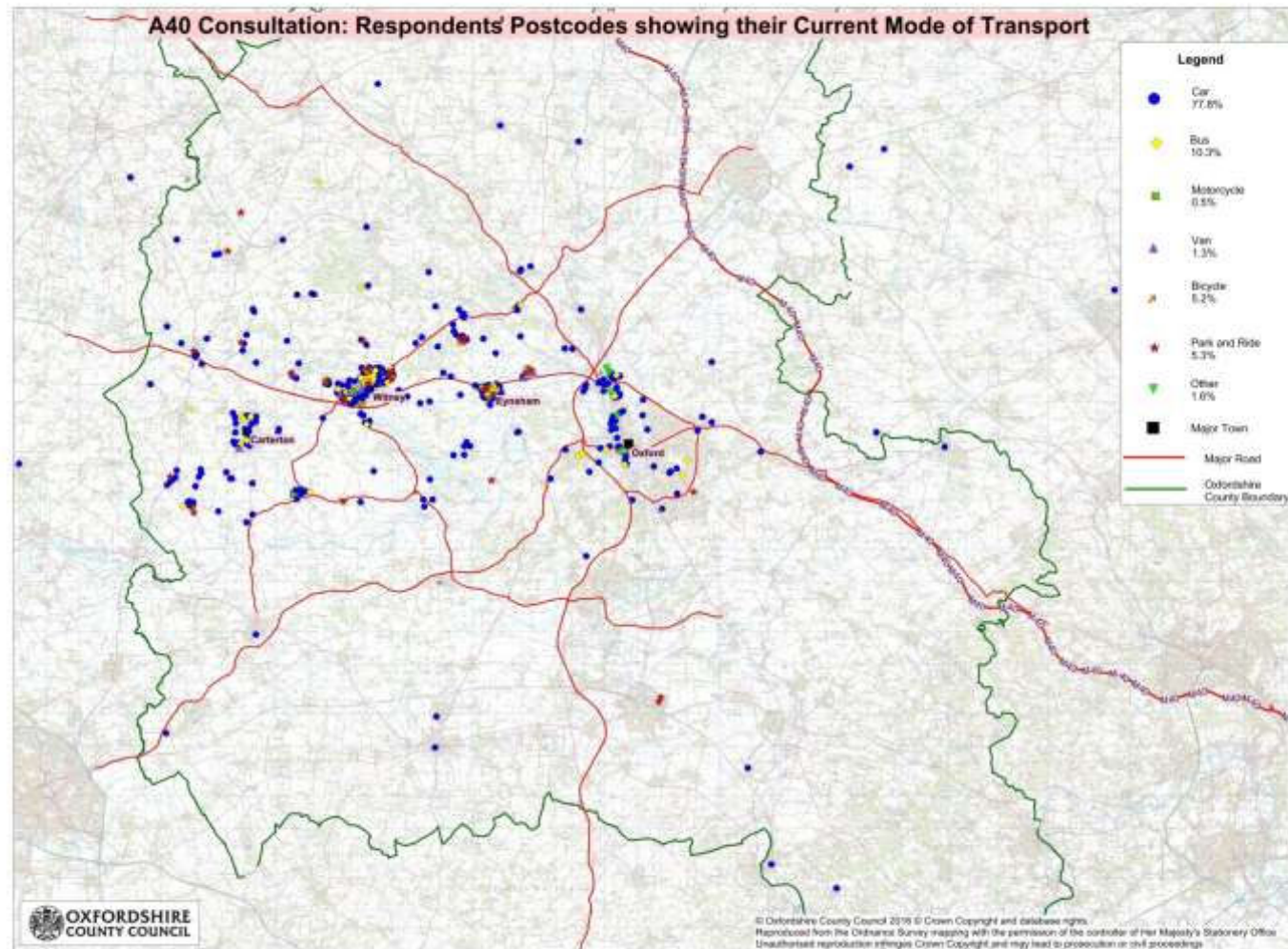


Figure 12: Respondents postcodes within the OX28 Witney area only, showing their current mode of transport.

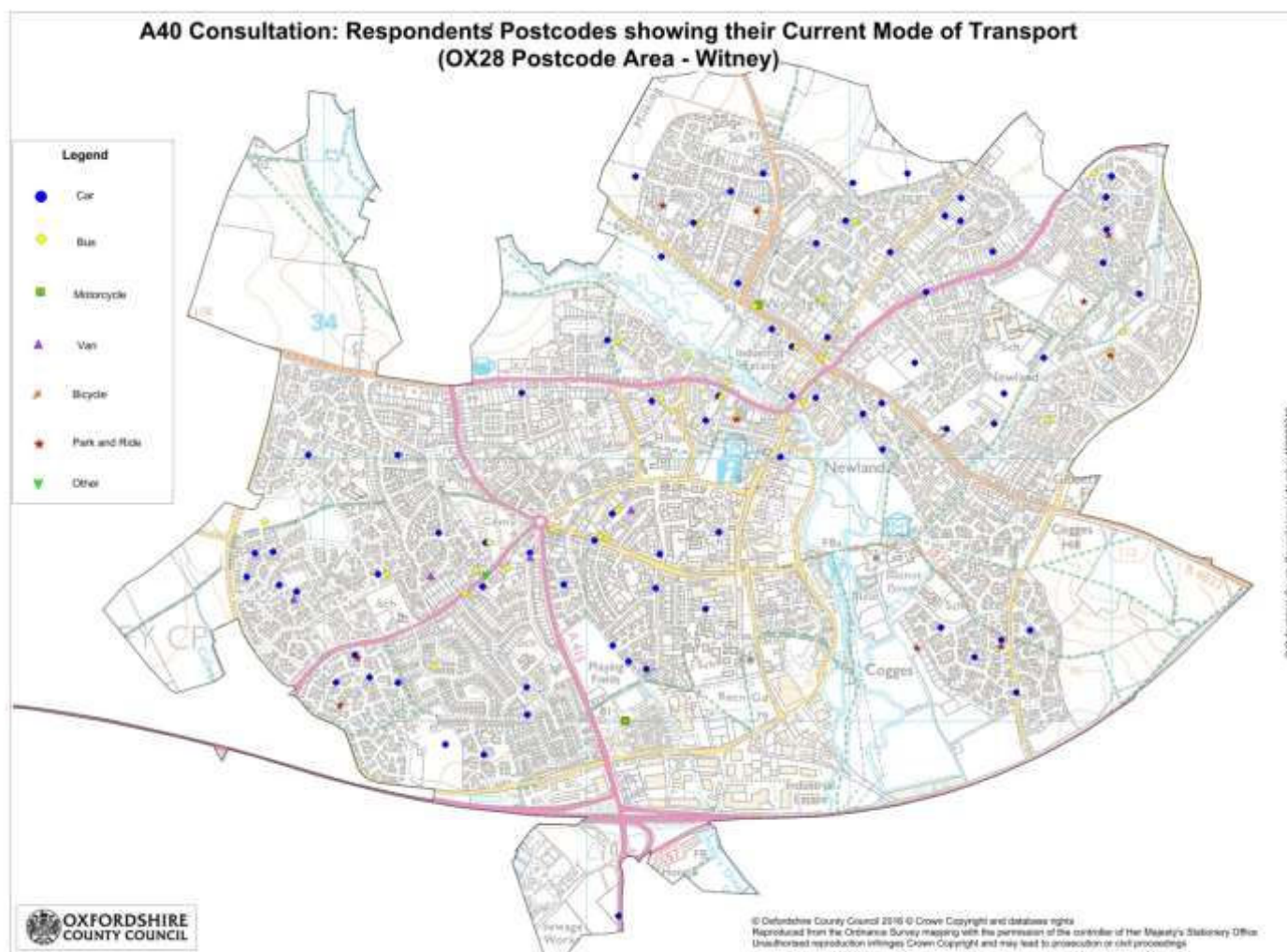


Figure 13: Respondents postcodes within the OX28 Witney area only, showing their preferred scheme.

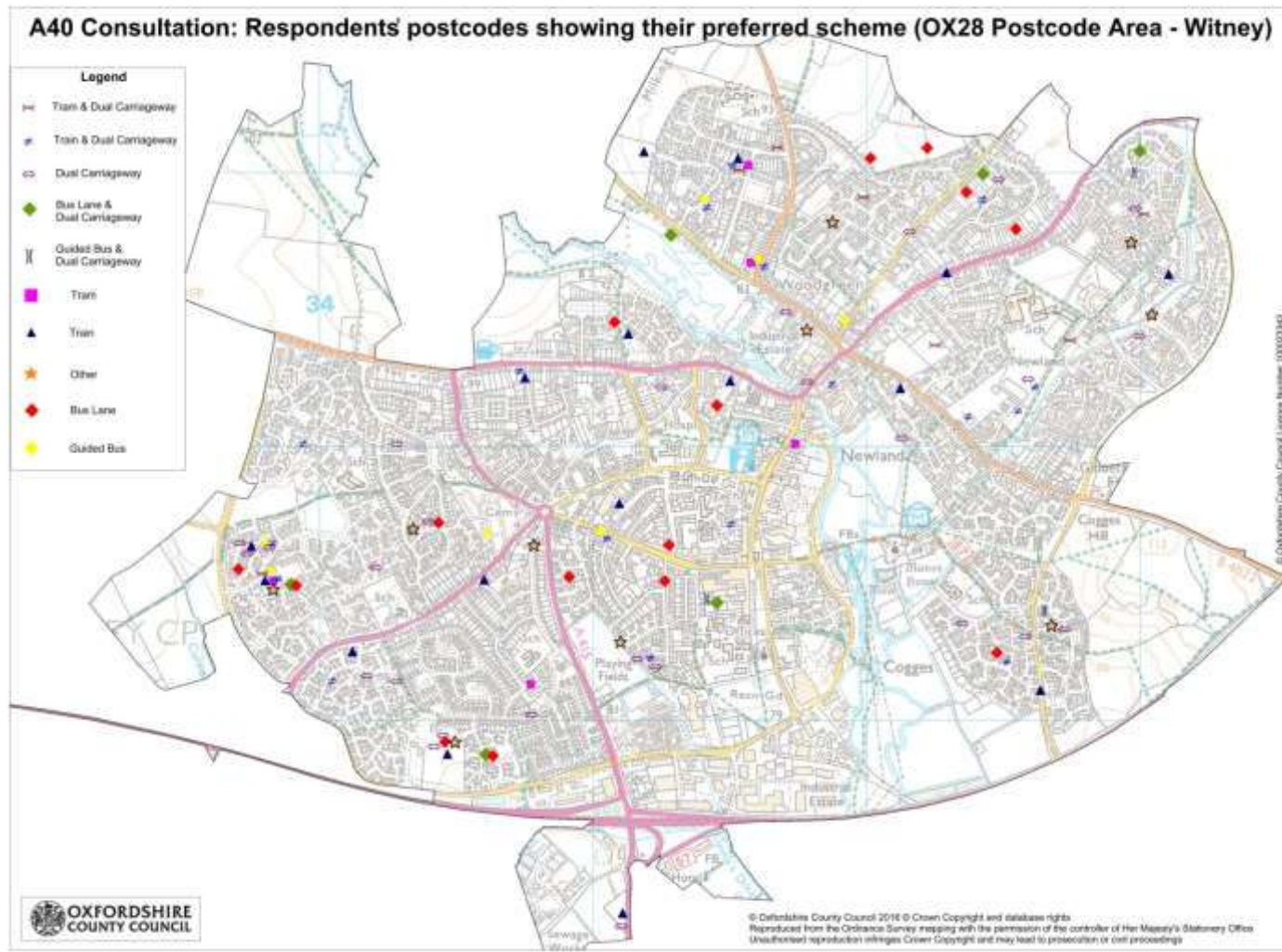


Figure 14: Respondents postcodes showing their preferred scheme

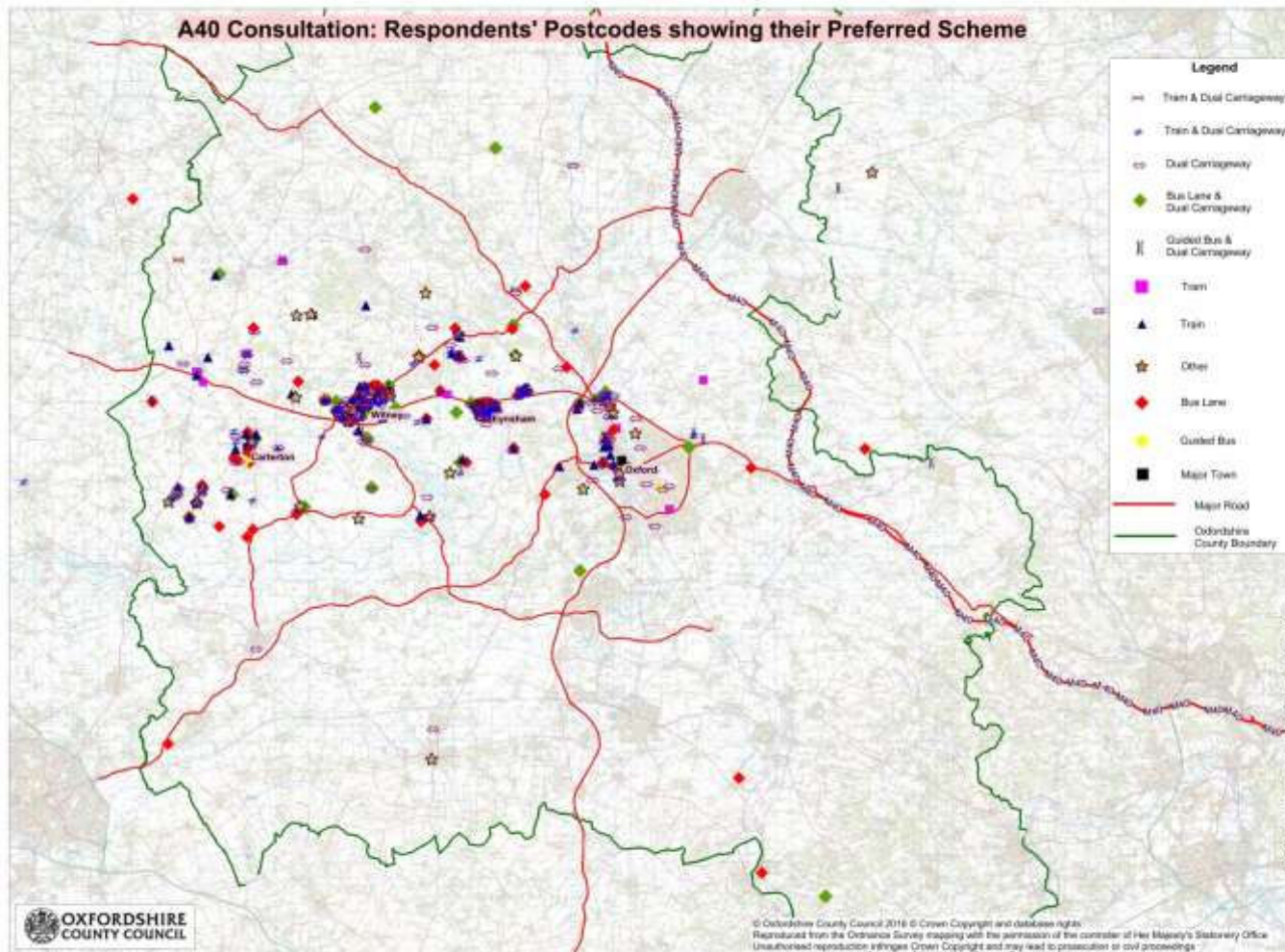


Figure 15: Respondents postcodes showing their preferred scheme – ‘Bus Lane’ responses only.

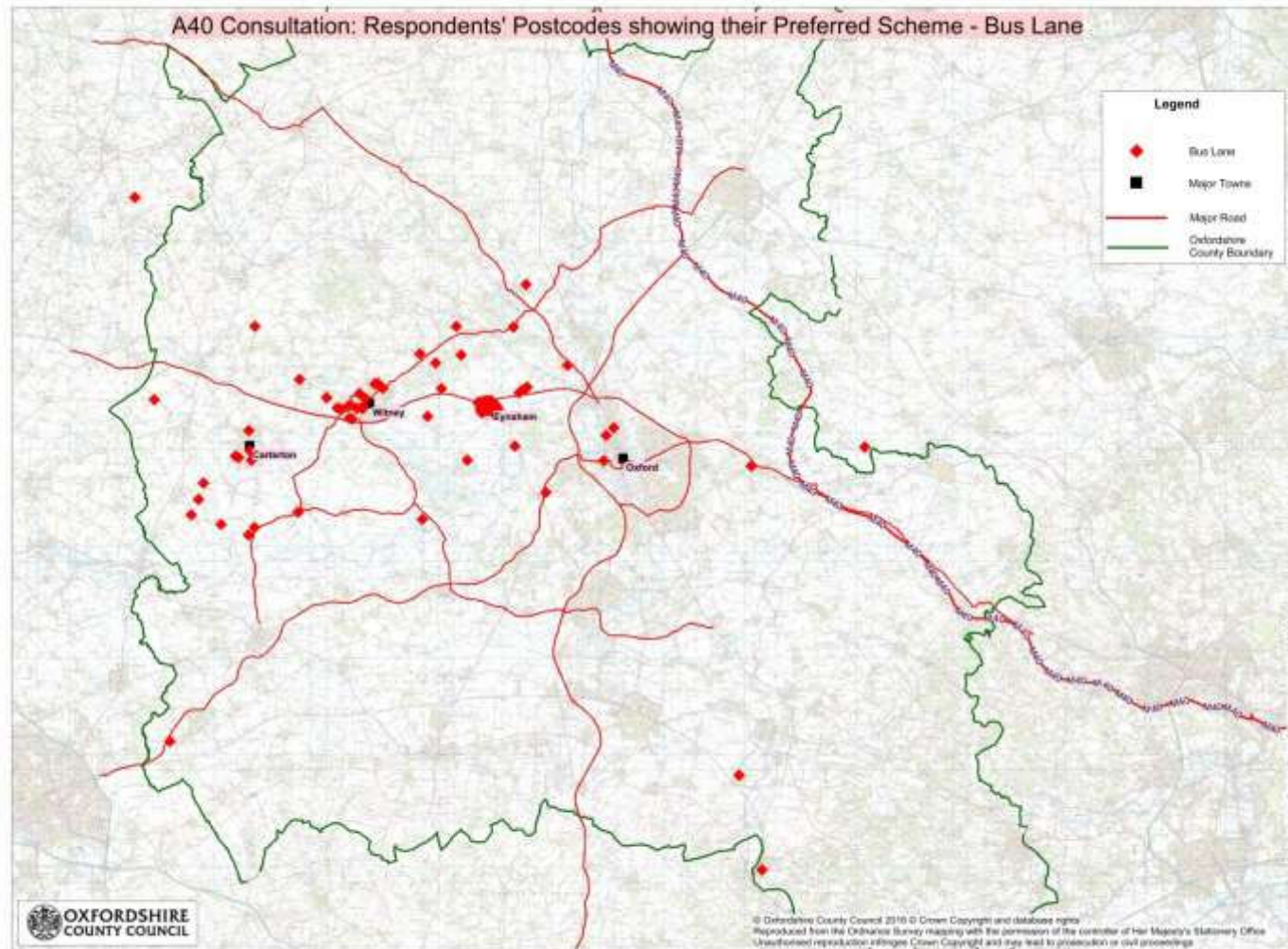


Figure 16: Respondents postcodes showing their preferred scheme – ‘Guided Bus ’responses only.

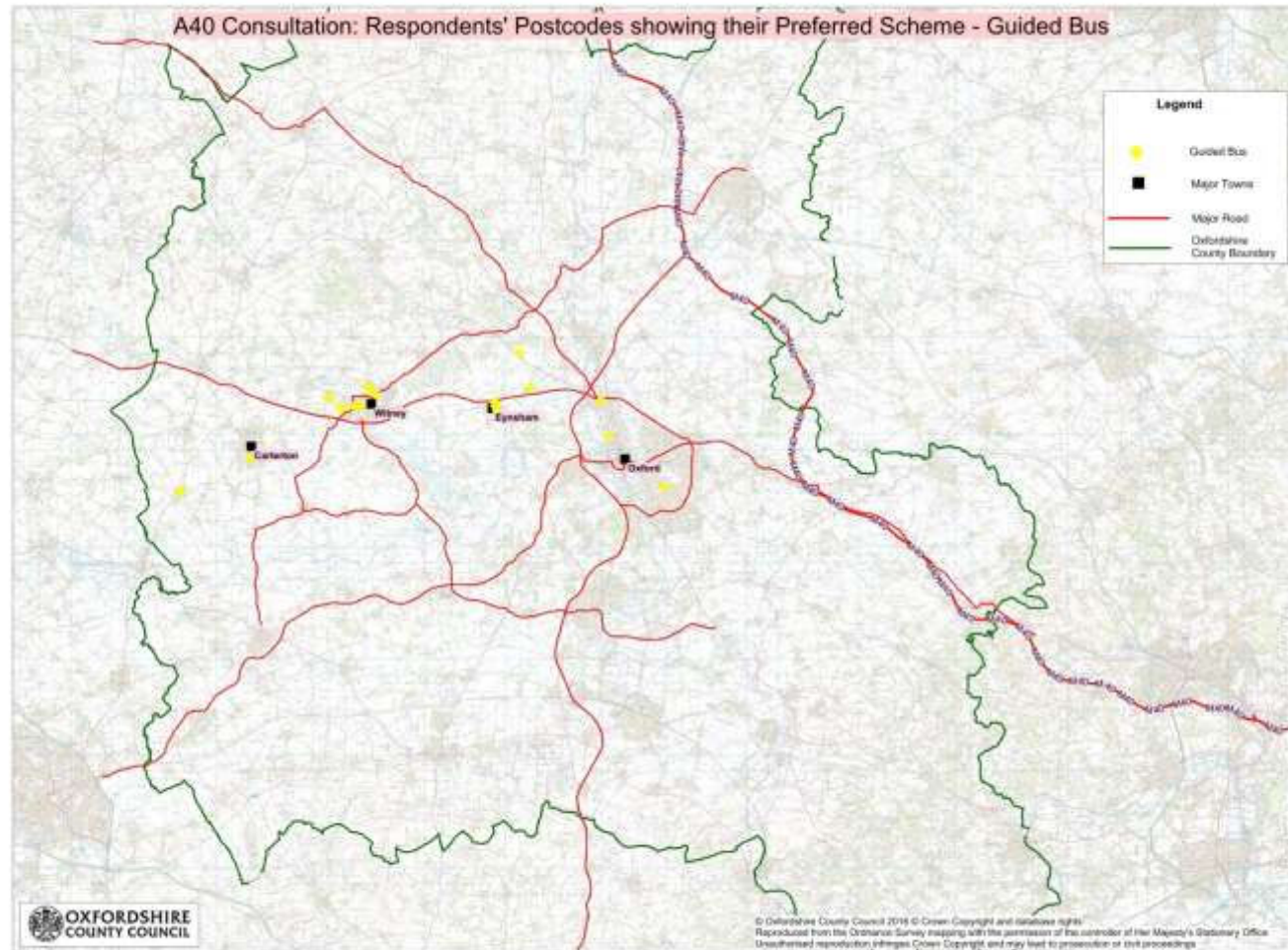


Figure 17: Respondents postcodes showing their preferred scheme – ‘Dual Carriageway’ responses only.

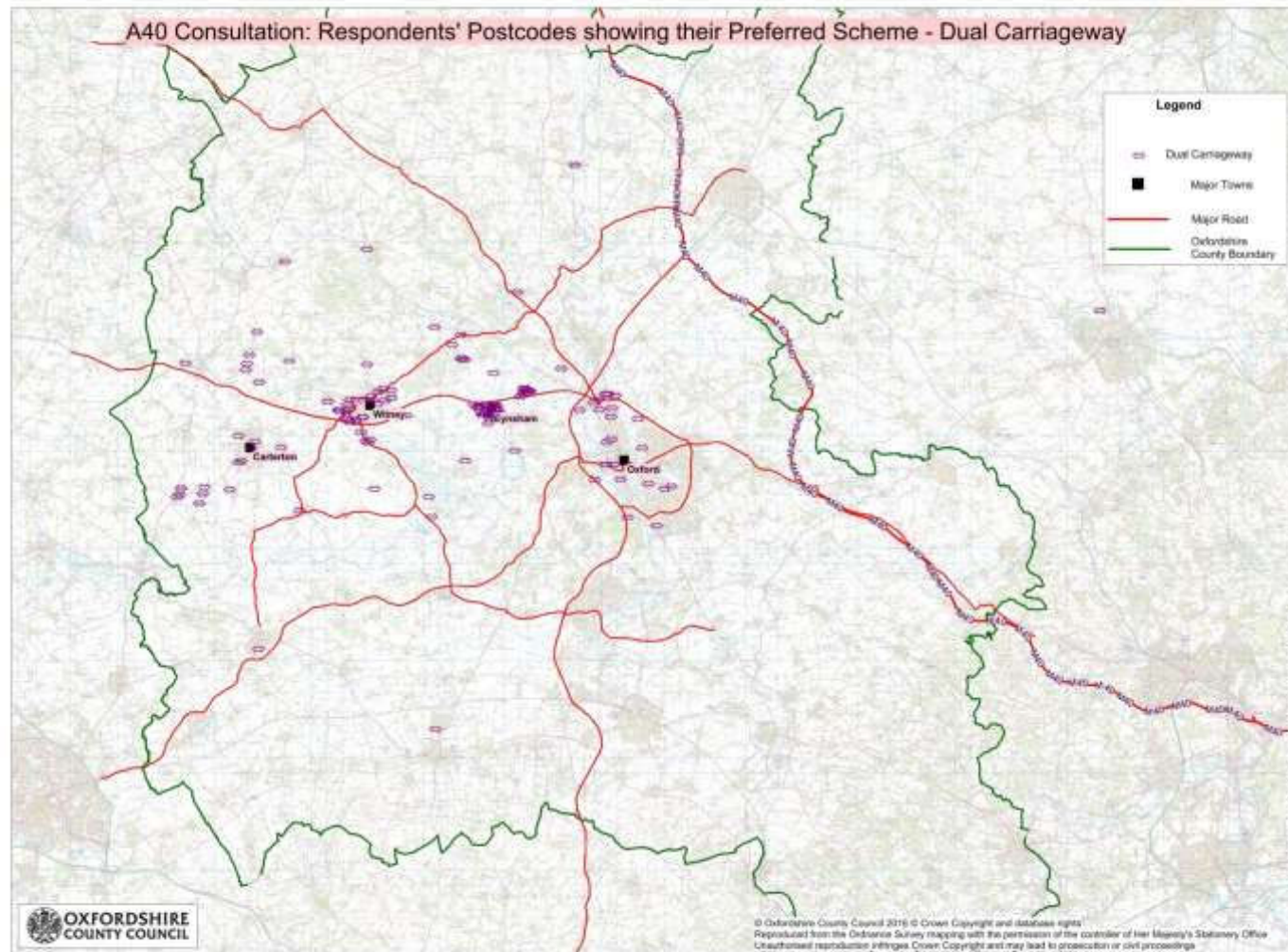


Figure 18: Respondents postcodes showing their preferred scheme – ‘Train’ responses only.

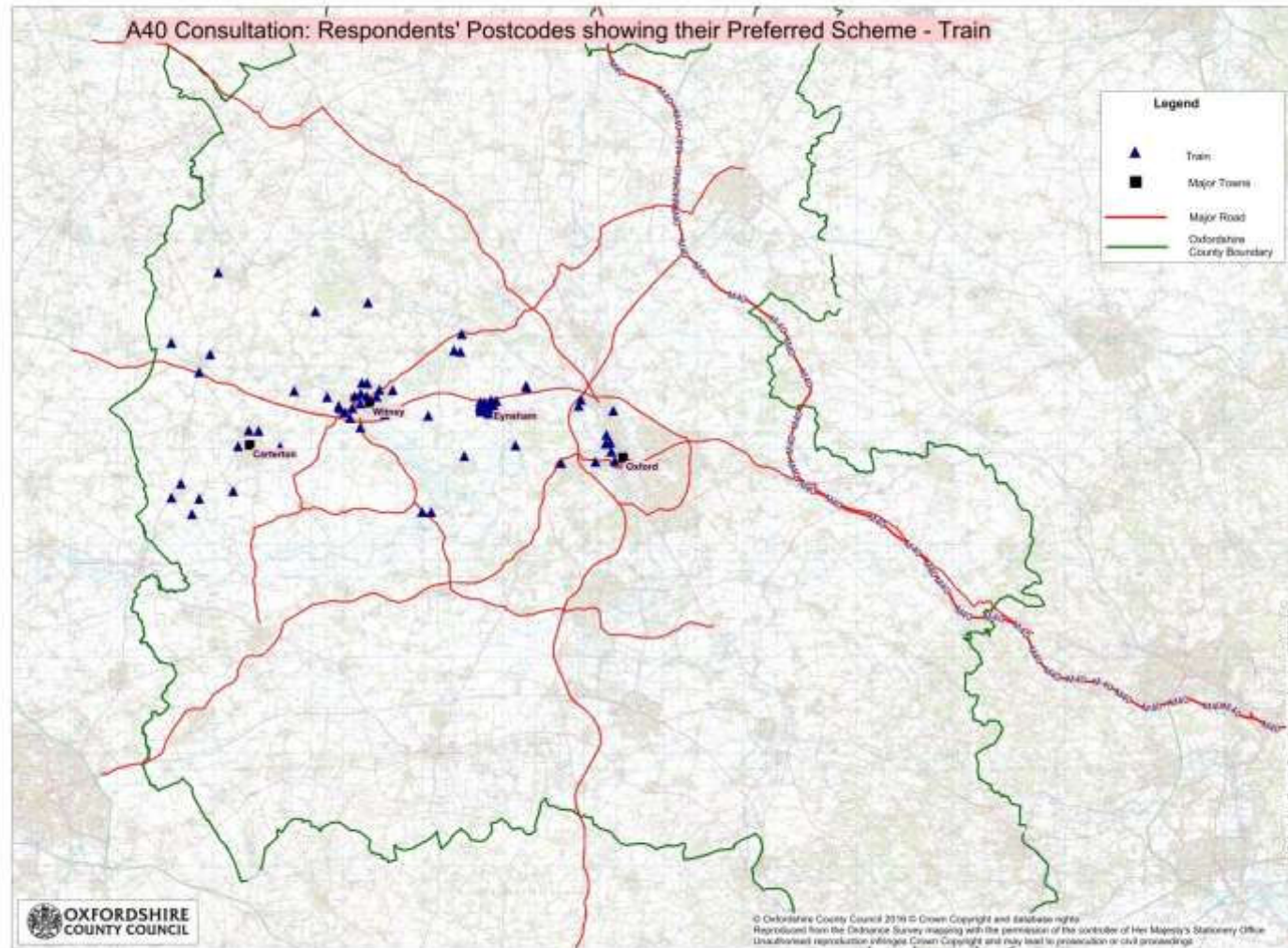


Figure 19: Respondents postcodes showing their preferred scheme – ‘Tram’ responses only.

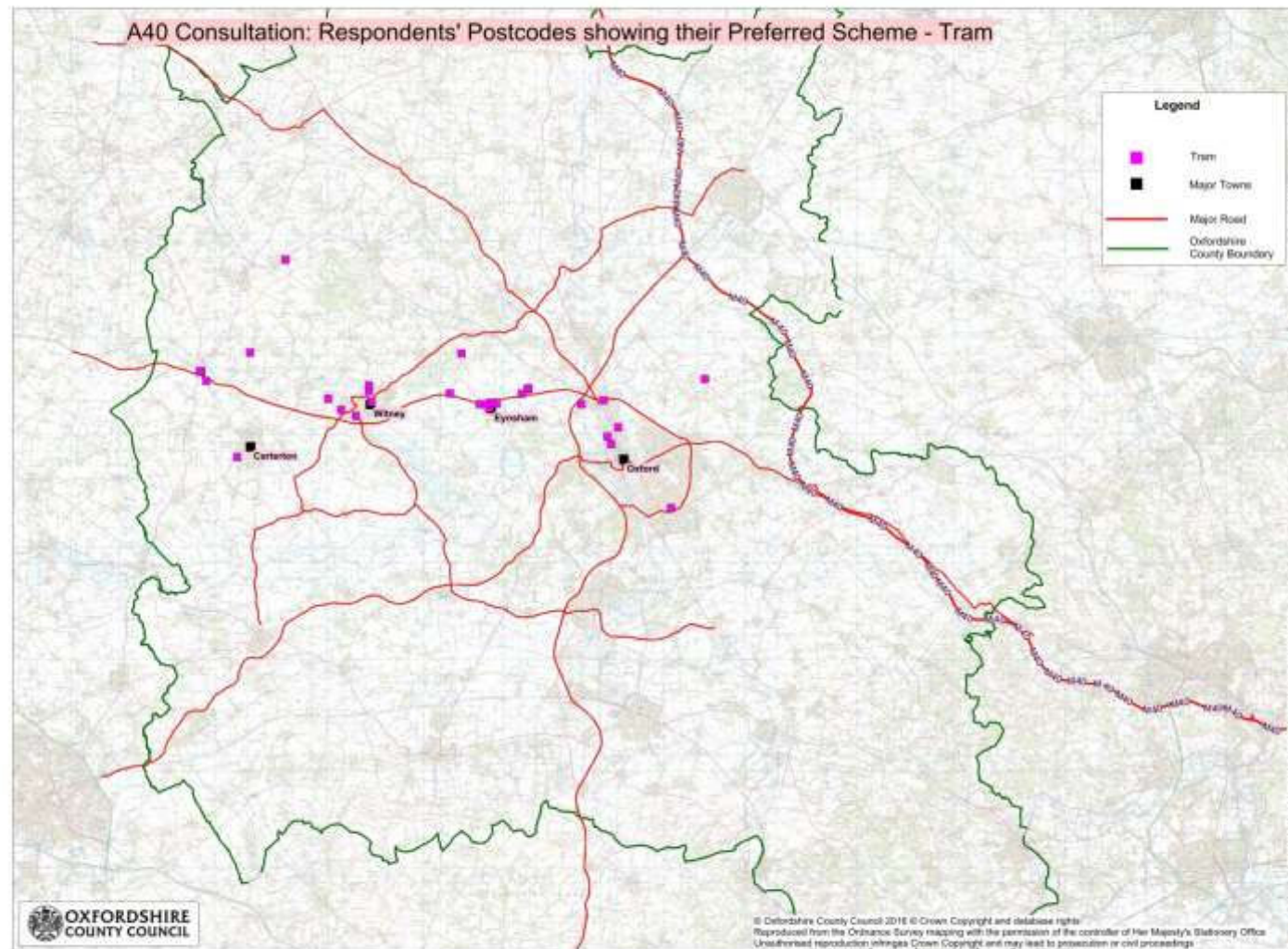


Figure 20: Respondents postcodes showing their preferred scheme – ‘Bus Lane and Dual Carriageway’ responses only

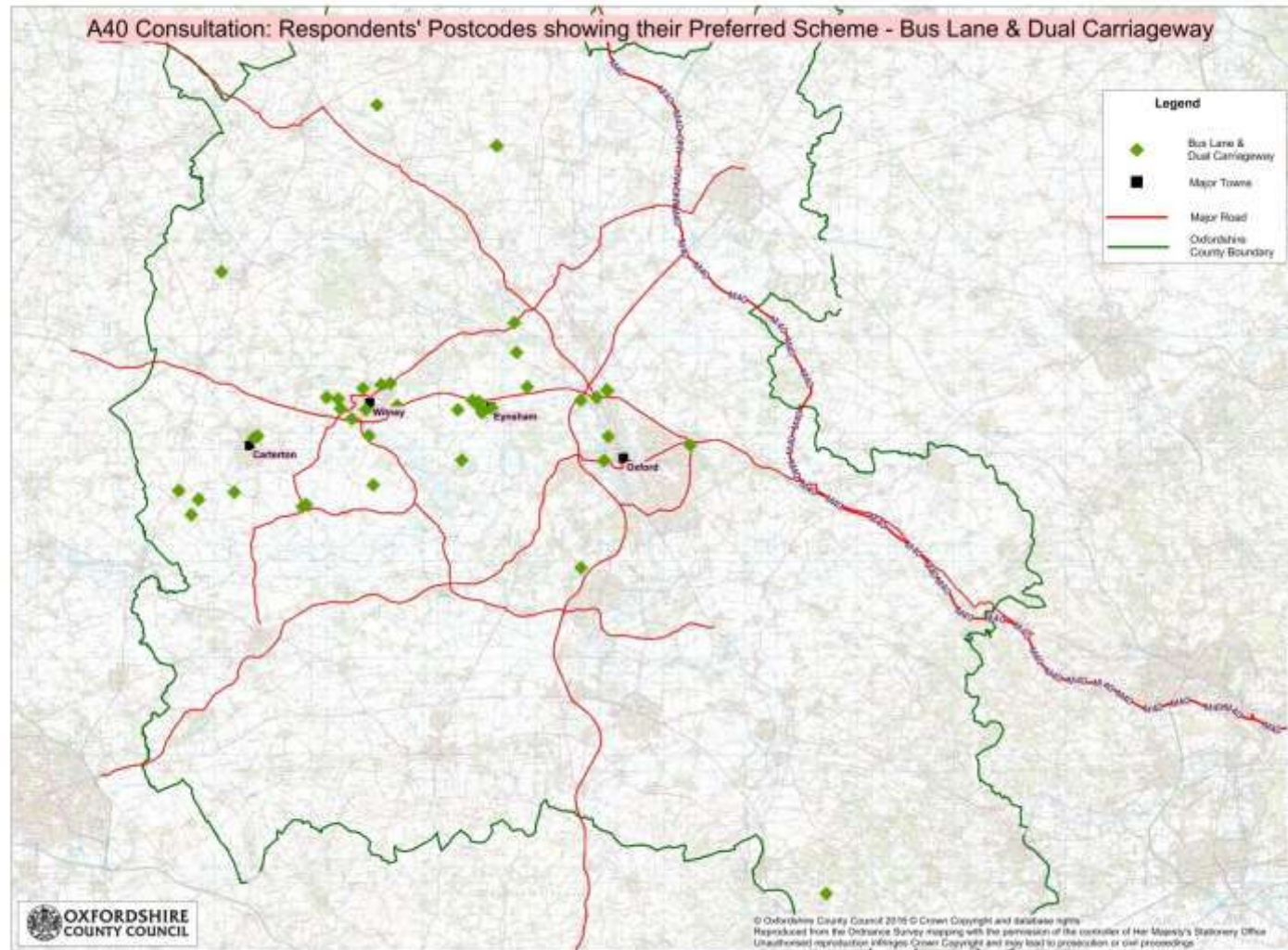


Figure 21: Respondents postcodes showing their preferred scheme – ‘Guided Bus and Dual Carriageway’ responses only

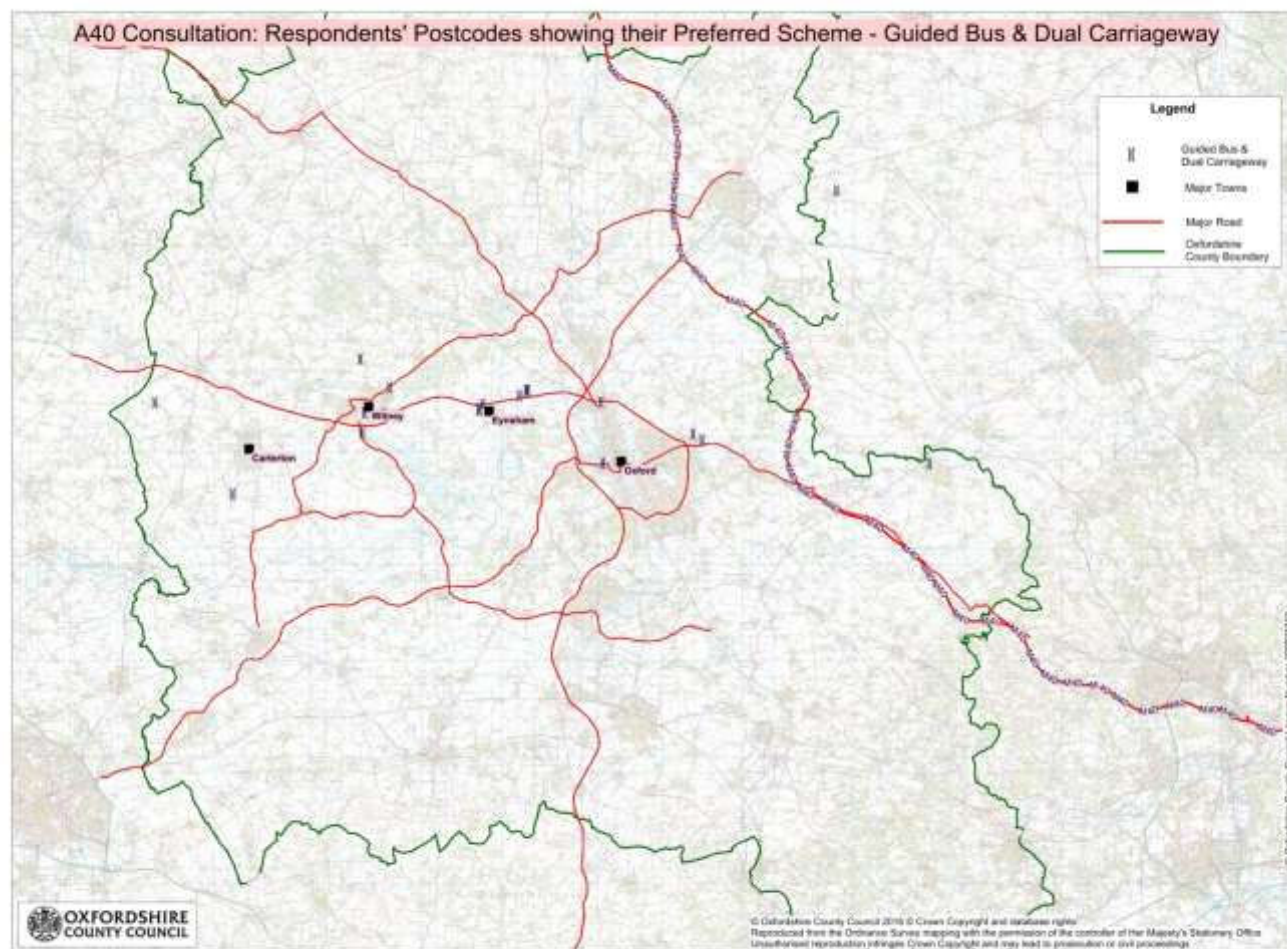


Figure 22: Respondents postcodes showing their preferred scheme – ‘Train and Dual Carriageway’ responses only

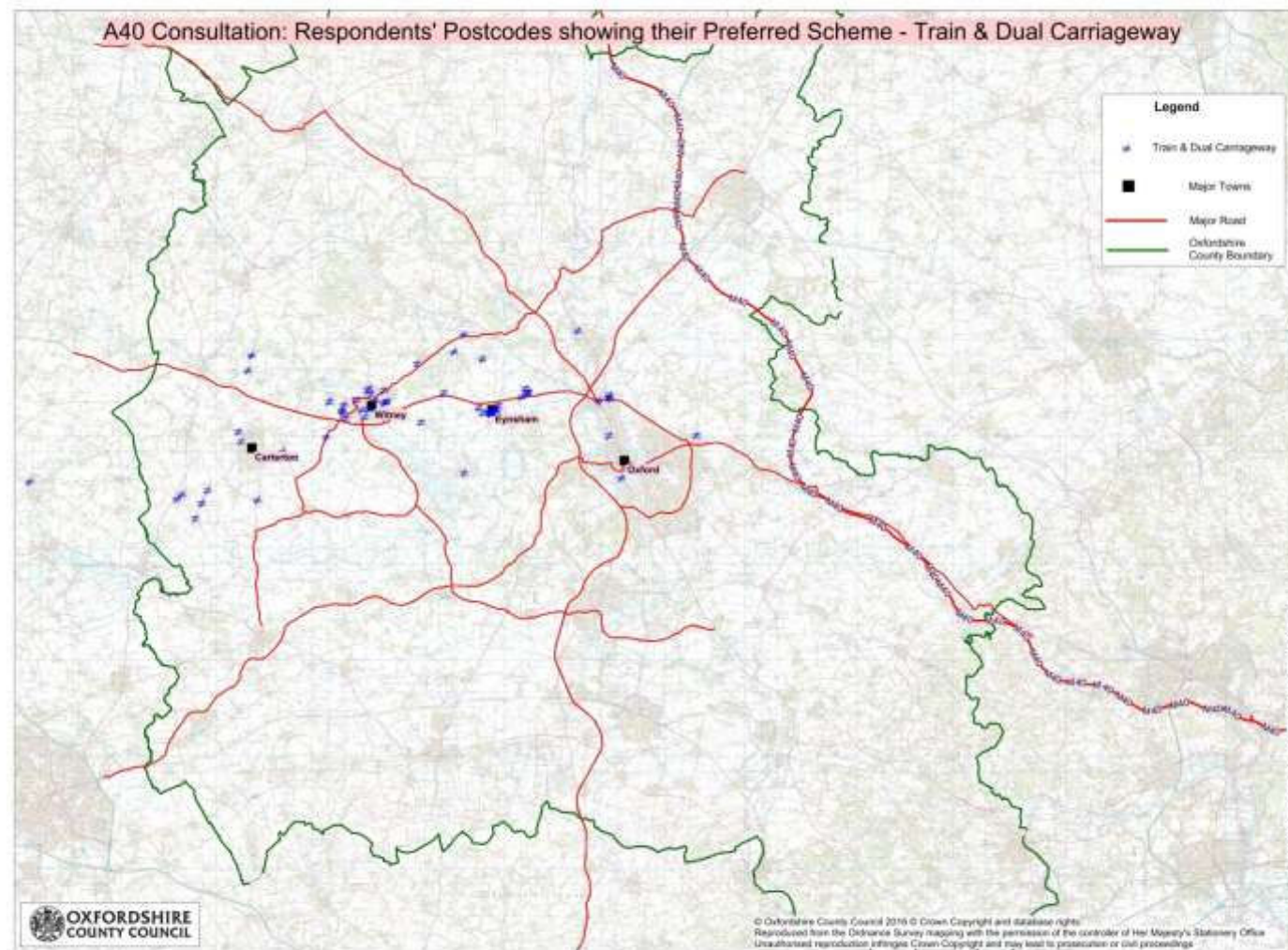
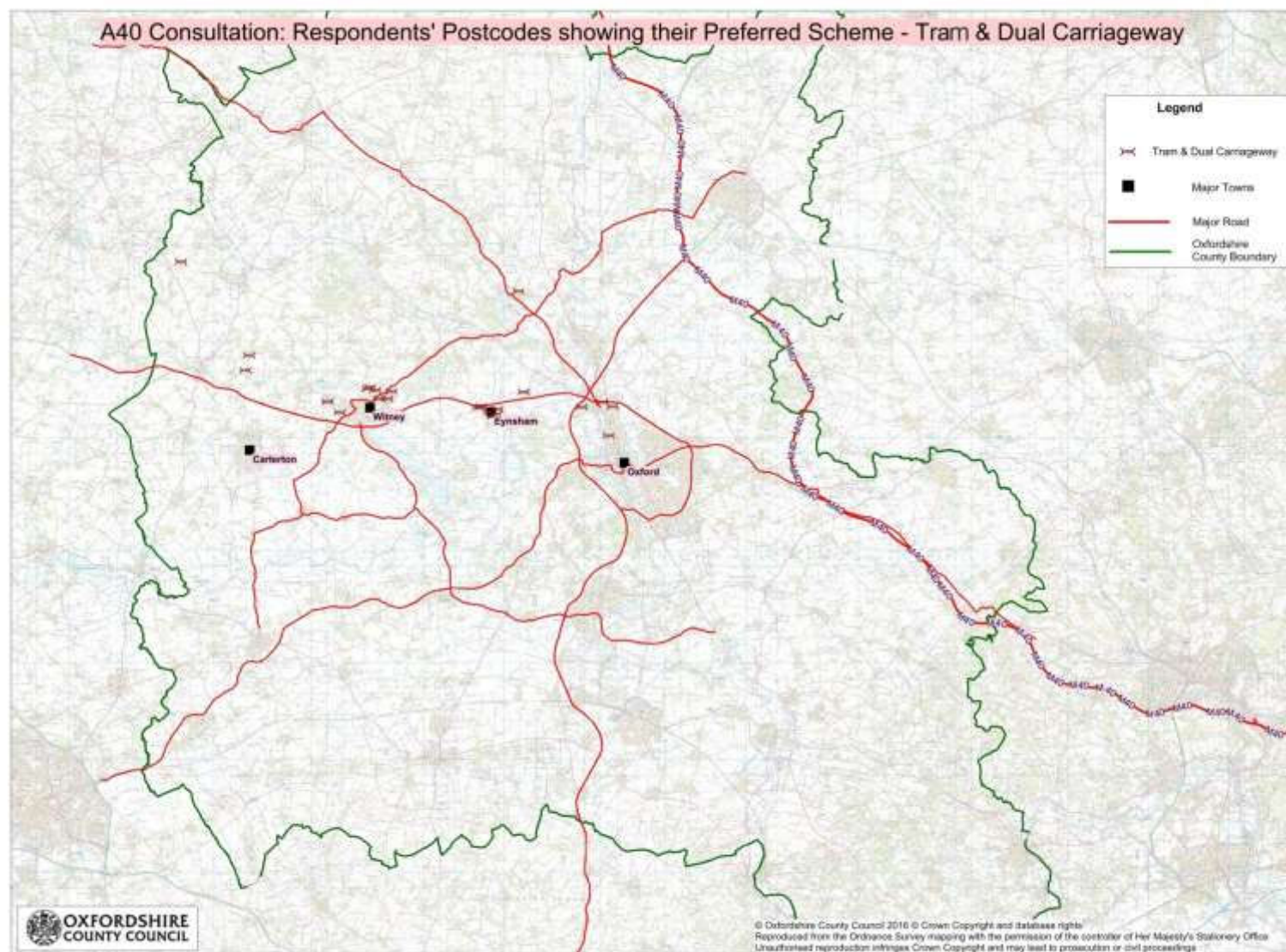


Figure 23: Respondents postcodes showing their preferred scheme – ‘Tram and Dual Carriageway’ responses only



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OPTION ASSESSMENT FRAMEWORK					
	Dual carriageway	A40 Bus Lane	Guided Busway	Rail	Tram
Strategic Fit Case					
Regional Policy Alignment	✓✓	✓✓	✓✓	✓	✓
Local Policy Alignment	x	✓	✓	✓	✓
Scheme Objectives Fit	-	✓	✓	-	-
Value for Money Case					
a) Impact on the economy					
Business Users	-	✓✓	✓	✓	✓✓
Transport providers	x	✓✓	✓	-	-
Reliability	-	✓	✓✓	✓✓	✓✓
Regeneration	-	-	-	-	-
Wider impacts	-	-	-	-	-
b) Impact on the Environment					
Noise	xx	-	x	x	-
Air Quality	x	✓	✓	✓✓	✓✓
Greenhouse gases	xx	x	x	✓	✓
Landscape	xx	x	xx	xx	xx
Townscape	-	-	-	-	-
Historic environment	-	-	-	-	-
Biodiversity	x	x	x	-	-
Water environment	-	-	-	-	-
c) Impact on society					
Non-business users	-	✓✓	✓✓	✓✓	✓✓
Physical activity	x	-	-	✓	
Journey Quality	✓	✓✓	✓	✓	✓
Accidents	✓	✓	✓	✓	✓
Security	-	-	-	-	
Access to services	✓	✓✓	✓	✓	✓
Affordability	-	-	-	-	-
Severance	xx	x	xx	xx	xx
Option Value	-	✓	✓	✓✓	✓✓
d) Public accounts					
Cost to broad transport budget	xx	x	xx	xx	xx
Indirect tax revenues	✓✓	✓	✓	-	-
e) Distributional impacts (i.e. whether impacts are felt differently by different groups in society)					
User benefits	-	✓	✓	-	-
Noise	-	-	-	-	--
Air quality	-	-	-	-	-
Accidents	-	-	-	-	-
Security	-	-	-	-	-
Severance	-	-	-	-	--
Accessibility	-	-	-	-	-
Affordability	-	✓	✓	-	-
b) Indicative cost-benefit ratio					
Cost to Private Sector	-	x	x	xx	xx
Indicative Net Present Value	✓✓	✓	-	✓	✓
Indicative Cost Benefit Ratio	✓	✓✓	✓	✓	✓

Financial case					
Outturn cost to implement	xx	x	xx	xxx	xxx
Operating & Maintenance Costs	x	x	xx	xx	xx
Funding Allocation	✓	✓✓	-	-	-
Delivery Case					
Likely Delivery Agents	✓✓	✓	✓	x	x
Stakeholder acceptability	-	✓	-	x	x
Public Acceptability/Interest	✓✓	✓	x	✓	x
Commercial case					
Route to market	✓✓	✓✓			x

Key

- ✓✓ - Strong positive impact
- ✓ - Positive Impact
- - Neutral or no impact
- x - Negative impact
- xx - Strong negative impact

Division(s): All

CABINET – 24 MAY 2016

Supported Transport Update Report of the Director for Environment & Economy

Purpose

1. On 10 November 2015, Cabinet considered the results of the public consultation on the future of Subsidised Bus Services and agreed to the full withdrawal of subsidised bus subsidies, subject to full council's approval, which was given in February 2016.
2. This paper provides an update on the steps that have been taken to minimise the impact of the withdrawal and asks permission to launch an innovative pilot using the council's fleet during downtime to help those without access to alternative transport.

Background Usage Data

3. On 15 March 2016, Cabinet agreed to publish usage data on subsidised routes to ensure the public had the opportunity to see and comment on the data.
4. Separately, we asked Community First Oxfordshire (CFO) to undertake an independent analysis of the data and public feedback, in order to assess whether the availability of this additional usage data would have changed anything in our process of public consultation and the decision to terminate subsidies. The full report is available at annex 1.
5. Community First Oxfordshire concluded that:

“Given the poor quality of the bus patronage data, the Council could not have incorporated it in its methodology and its availability would not have made a difference to the recommendations put forward under Option 2 (where some subsidies were removed to prioritise services).

Furthermore, in the end, the Council decided to cut all bus subsidies, a decision that would not have been influenced by the availability of this additional bus patronage data.”

6. During the four-week consultation, seven responses were received. All seven expressed the desire to protect subsidised buses, some going into detail about the impact on their local areas. Only three responses made reference to the usage data, one agreeing with it, the other two stating that the data was low quality and therefore of limited use. CFO's report on the consultation is available at annex 2.
7. Bus Users UK called for us to work with bus operators to improve the quality of the data and also to publish the latest 6 month period of data. The Council is

currently processing this latest data (period ending March 2016) and will provide this to Bus Users UK and anyone else who requests it.

8. As previously agreed by Cabinet, bus subsidies will therefore be terminated on 20 July 2016. It is important to stress that this does not necessarily mean that the service will stop because bus operators are still considering future options for a number of routes.

What happens to subsidised bus services after 20 July?

9. Whilst unfortunately cuts to local government funding mean we are no longer able to subsidise bus routes after 20 July 2016, we have been working with bus operators to explore how they might be able to continue running these routes commercially. We have been able to identify a number of innovative solutions to enable some routes to continue without a direct council subsidy which are detailed in 1.2 and 1.3.

Routes that will continue to operate commercially

10. We recognise that residents need to know as soon as possible if their route will continue to operate once the subsidy is withdrawn. We have asked all the operators to let us know as soon as they decide whether they can continue to run the route commercially.
11. As operators inform us of their intentions, we are immediately writing to councillors and parishes to let them know, and then updating our public website. In June we will install notices on affected bus stops for all routes that are terminating.
12. To date 9 of the 17 operators have responded to let us know about the routes they operate. Of the 32 routes announced, half will continue to operate commercially, either with the same or amended service. There are 118 routes affected, but we hope this positive trend continues and we will ensure that the public are told about the future of their route as soon as we are informed.
13. It should be noted that those operators who are continuing formerly subsidised bus services on a commercial basis can only continue to do so if enough people use the service. It is therefore really important that the public use these services and support operators to run them commercially.

Home to School transport

14. Just over nine thousand children in Oxfordshire have a legal entitlement to home to school transport and this remains unchanged. What we have done is reviewed all of our home to school travel arrangements and identified routes where if we buy the school children season tickets (rather than hiring a coach) the bus operators will be able to continue to operate the route commercially, thus benefitting the whole community. We are only pursuing these options where it is the most economical method of transport for children, and the

proposals we are looking at in relation to subsidised bus routes will affect less than 5% of these nine thousand children.

15. All affected schools and parents/guardians will be advised as soon as the arrangements are commissioned, which is likely to be June.

Section 106

16. Whilst the use of S106 funding is legally restricted and relates to specific developments, we can use it to pump-prime a small handful of subsidised bus routes which can become commercially viable when the S106 funding runs out. This is usually only possible where there is significant new housing planned in the area.
17. We have reviewed all of the routes and identified those where a S106 funding opportunity exists. It is proposed that S106 funds be used to continue some of these routes until the contract end dates, at which point they could be re-tendered with S106 funding (in 2017 or later). We are in conversation with bus operators about these routes and arrangements will be agreed by the end of May.
18. In addition to the above, S106 funding is available to procure two new services; the 25a (Upper Heyford) and 67 (Faringdon to Wantage). These procurements are unrelated to the decision to terminate subsidies, and are purely to fulfil the requirements of the S106 developer agreements.
19. As more developments come forward in future, new S106 funding may be allocated to provide further bus services. However, the 25a and 67 are the only S106 bus procurements planned within the timeframe of bus subsidy termination (i.e. that would be implemented by 20 July 2016).
20. In order to engage with local members on these options for S106 spend, the transport strategy team have attended all of the recent locality meetings to discuss what is possible.

Pilot to support residents without access to transport

21. It is recognised that, even with all of the efforts described above to keep routes going, some residents will be left without a convenient local bus service.
22. To reduce this impact, we are developing an exciting new pilot scheme which will utilise the council's fleet downtime (off-peak times) and offer journeys to anyone without suitable access to transport.
23. The pilot will provide a completely flexible and affordable service where anyone can request us to provide transport (individuals of all ages, groups, schools, Parish Councils, etc.). The service will offer the ability to book one-off journeys, repeat journeys, and regular scheduled routes.

24. Further work is required to develop this pilot, as it is a completely new way of operating council owned vehicles. A launch date needs to be agreed, but it will be ahead of the termination of subsidies on 20 July 2016.
25. The intention is for the pilot service to be funded by users, covering our costs but on a not-for-profit basis under our current Section 19 operator permit.
26. It is anticipated that individual customers will book and pay for blocks of miles, and groups and organisations setting up regular routes will be charged at a flat rate.
27. Where appropriate, individuals who have some flexibility over when they want to travel will be able to join other customers who are travelling in a similar direction to reduce the costs of travel; the more people that want to travel at the same time the cheaper the journey for everyone.
28. Recognising that the cost of journeys will reduce significantly if more people use it, we are encouraging local groups to coordinate bookings and share the costs.
29. Where certain rural parishes are particularly adversely affected by the termination of some local subsidised bus routes, there is an opportunity to utilise this new pilot service to meet the shared transport needs of residents. For example, the fleet vehicles could be booked for a regular weekly trip from a village to the nearby town and supermarket. A number of Parishes are in discussion with the council to fund and set up regular dedicated transport for their communities.
30. To pump-prime this usage, we are proposing to offer free trials to parishes. The intention is that over the course of the trial, enough people will find this service useful and then, with a high level of usage, they will be able to afford the low cost of the journey.

BSOG (Bus Services Operator Grant) funding

31. The Bus Services Operators Grant (BSOG) is a one-off grant provided by the Department for Transport (DfT) to Oxfordshire County Council and forms part of the operational budget in the Integrated Transport Hub. This year (16/17) we received £794,733 of grant. There is no guarantee that this funding will continue to be provided and therefore it should be used for pump-priming activity rather than ongoing spend.
32. The DfT has confirmed that we can use this BSOG funding for community transport purposes, including allocating funds to the fleet pilot described above. It is therefore recommended that approximately £460k is allocated to establish this pilot, including the offer of free trials.

Financial Implications

- 33.

- The termination of bus subsidies represents a saving of approximately £3.7m. This was agreed by Cabinet in November 2015 and then ratified at Full Council budget meeting in February 2016.
- The Council has received £794,733 of BSOG (Bus Services Operators Grant) in 2016/17. We are proposing to allocate £460,000 of this to establish the fleet pilot, including the offer of free trials.

Equalities Implications

34. A SCIA (Social & Community Impact Assessment) was undertaken at the time of the consultation on terminating bus subsidies, and updated as part of the November Cabinet report when the decision was made to terminate subsidies. The SCIA is available at annex 3.
35. This SCIA has been updated to reflect the latest information on impact and the mitigation opportunities presented in this paper, including the fleet pilot.

Recommendation

36. Cabinet are RECOMMENDED to:
 - (a) approve the launch of the pilot; and
 - (b) note the results of the independent report on usage data, and recommend if any further action required

SUE SCANE
Director for Environment & Economy

Annexes: Community First Oxfordshire, Independent Analysis of Usage Data
 Community First Oxfordshire, Consultation Feedback Report
 Social & Community Impact Assessment (SCIA)

Contact: Alexandra Bailey, Service Manager – Business Development & Fleet Management Tel: 07768 027257

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Annex 1: Independent Assessment Report on Additional Bus Usage Data

1. Summary

- 1.1 The County Council has commissioned Community First Oxfordshire (formerly ORCC) to assess whether the additional bus usage data that had come to light since the consultation in 2015 would have influenced the recommendations proposed in the report on the consultation, had the data been available.
- 1.2 The County Council's chosen methodology to analyse the "value for money" of each subsidised bus route, was based on the "cost per address served uniquely by a subsidised bus". The methodology chosen was thought to be the fairest means to analyse the value of each subsidised bus service and did not include an assessment of usage data.
- 1.3 Furthermore, the updated bus usage data is incomplete – almost 40% of routes have little or no data - and therefore does not offer a full picture of bus patronage. The data does, however, give a better sense of bus usage for some bus routes, which may help inform the bus user, parish and town councils and community groups who are holding exploratory discussions with bus operators on possible responses to loss of subsidy.
- 1.4 Finally, the Council decided to remove all subsidies. Therefore, for these three reasons – the exclusion of usage data in the "value for money" methodology, the poor quality of that data in terms of coverage and quality and the decision to remove all subsidies – we conclude that the additional bus usage data would not have influenced a different outcome had it been available.

2. Introduction

- 2.1 In June 2015, the County Council carried out a public consultation on subsidised bus services and dial a ride services. The consultation document put forward two options for subsidised bus services: (1) to withdraw all subsidies or (2) to withdraw £2.3m of subsidies. The public consultation received a high number of responses (just under 3,000). Because of financial pressures, the Cabinet decided to withdraw all bus subsidies on 20 July 2016.
- 2.2 The Cabinet also agreed to prioritise bus services by focusing on the number of households which are served only by a subsidised bus service (i.e. the number of households within a 400m radius to a subsidised bus route stop) rather than current patronage. This prioritisation would only come into effect if the County Council identified an alternative source of funds to continue bus service subsidies.

- 2.3 During the consultation a number of individuals asked for bus usage data. Although not used in the methodology, the limited patronage data available was shared with the public as Annex Xb.
- 2.4 In March 2016, the County Council became aware of the existence of additional bus usage data of which it was unaware during the consultation period. It is this data on which the County Council are now seeking comments from the public. The online consultation on the new data runs from 14 March 2016 to 18 April 2016. All relevant documents, including the full spreadsheet of bus usage data are publically available through the consultation portal.
- 2.5 The County Council commissioned Community First Oxfordshire (formerly ORCC) to undertake an independent assessment of whether this additional bus usage data would have influenced the recommendations proposed in the report on the subsidised bus service and dial a ride public consultation. As well as this assessment, Community First Oxfordshire will provide a separate report based on the response to the current online consultation on bus usage data.

3. Analysis of additional bus usage data and chosen methodology

Was the new data analysed in an appropriate way?

- 3.1 The original methodology (set out in Annex W of the consultation papers) was to rank potential demand for bus services based on number of households within a 400 metre radius of a bus stop served only by subsidised services, excluding those served by a commercial service. The analysis was repeated for 3 different time-periods when the service would be needed by different categories of people (peak, off peak, evening/weekend). The services were then ranked by cost per potential user of a subsidised bus service. Bus usage data was not used in the original methodology. The cost ranking was used to place services into high risk of closure, medium or low risk.
- 3.2 Following the consultation, the County Council collated the available bus usage data over 2 years (October 2013 to September 2015). The council sets out a number of caveats about the quality, consistency, measurement methods, and completeness of the available data in their explanatory annex *Available Patronage Data*. These caveats raise major questions about the utility of this data. The council also assumes *‘that the data provided by the operators is complete and correct.’*
- 3.3 The table below summarises the patronage data for the 118 subsidised bus services from the full spreadsheet of additional data that was made available to the public on the council’s website:
<https://consultations.oxfordshire.gov.uk/consult/ti/Subbusae/consultationHome>.
 Not all bus services provided data for each time period, and in some cases no data was provided.

Table 1

Time period	Yes (Num of Routes)	No (Num of Routes)	Yes (%)	No (%)
Apr15-Sep15 Data	89	29	75.4	24.6
Oct14-Mar15 Data	69	49	58.5	41.5

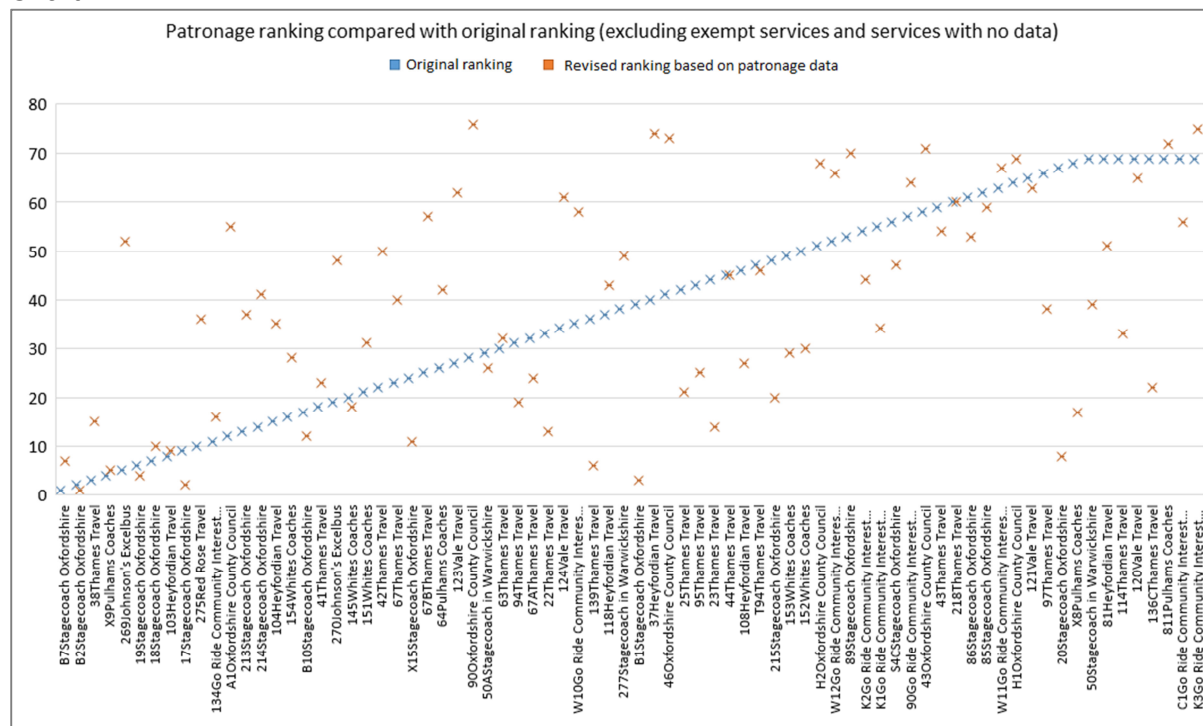
Apr14-Sep14 Data	71	47	60.2	39.8
Oct13-Mar14 Data	59	59	50	50
Total for Oct13-Sep15	288	184	61	39

- 3.4 The method described in the *Available Patronage Data* is clear and appropriate to the task. The full spreadsheet is also clear and well-constructed for analysing data availability, patronage and cost data.

Would the new data make a difference to (a) the methodology used and (b) the recommendations put forward?

- 3.5 The data processing method used for the available patronage data is set out on the last page of the explanatory annex *Available Patronage Data*. The method deals with incomplete and inconsistent data as well as possible and follows a logical and clear approach.
- 3.6 The council reports that “*The table indicates that for the services listed, the ranking based on patronage is considerably different from the original consultation ranking*”. The charts below (based on the patronage data on the Council’s website) show that the ranking based on subsidised passenger usage is very different from the ranking based on the original method for many services. The orange crosses in chart 1 show the ranking based on patronage alone compared with the original ranking shown by blue crosses.

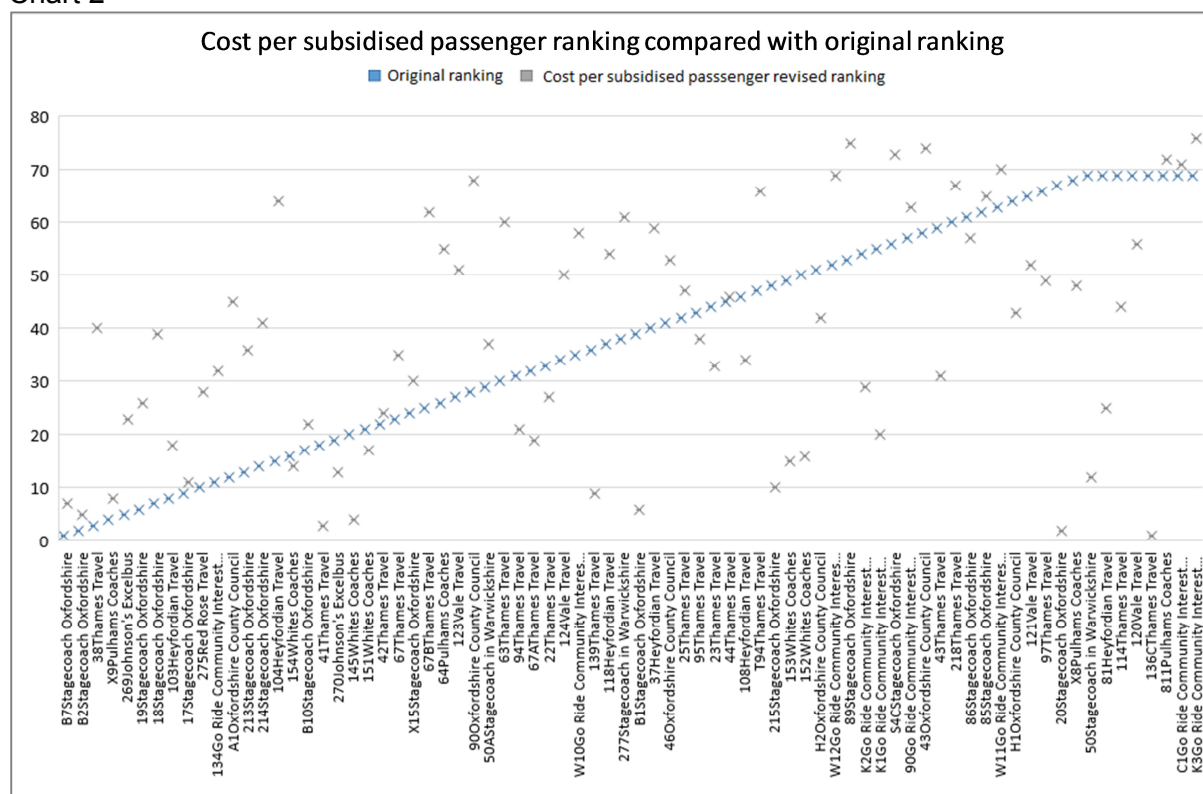
Chart 1



- 3.7 The grey crosses in chart 2 show the ranking based on cost per subsidised passenger compared with the original ranking shown by blue crosses. The charts

show that 38% of the 76 services for which there is data would rank more than 20 points higher or lower based on the patronage data. 18 services (24%) would rank better than the original ranking, and 22 services (29%) would rank worse than the original ranking. This is also set out in a table in the Council's explanatory annex detailing the impact on each service for which there is data.

Chart 2



- 3.8 The poor quality of the patronage data, the many caveats on its use and the assumptions made in order to analyse it, raise questions about the feasibility of using the data as a basis for prioritising services. Community First Oxfordshire spot-checked the original data files and agrees with the caveats on use of the data in the council's explanatory note regarding incomplete and inconsistent data, data merged across services, and questions about different measurement methods.

4. Conclusion

- 4.1 Given the poor quality of the bus patronage data, the Council could not have incorporated it in its methodology and its availability would not have made a difference to the recommendations put forward under Option 2 (where some subsidies were removed to prioritise services). Furthermore, in the end, the Council decided to cut all bus subsidies, a decision that would not have been influenced by the availability of this additional bus patronage data.

Community First Oxfordshire April 2016

Annex 2: Oxfordshire County Council Bus Usage Data Consultation Report

1. Summary

- 1.1 The County Council commissioned Community First Oxfordshire (formerly ORCC) to assess the comments submitted during the consultation on the additional bus usage data that had recently come to light. The consultation ran from the 14 March 2016 to 18 April 2016.
- 1.2 A very small number of responses (7) were received, 5 through the consultation portal and 2 emailed to Community First Oxfordshire. All 7 referred to the need to protect subsidised buses as part of the transport network because of limited access to cars, rural isolation and the need to access health services.
- 1.3 Of the 7 responses, only 3 referred to the additional bus usage data. One 'agreed' with the data, whereas the other 2 referred to the poor quality of the data as unacceptable or misleading. Bus Users UK Oxford have asked the County Council to compile and provide a full set of bus usage data between October 2015 and March 2016, before 20 July.
- 1.4 The extremely low response rate suggests the public do not have strong views on the usefulness or significance of the additional bus usage data.

2. Introduction

- 2.1 In June 2015, the County Council carried out a public consultation on subsidised bus and dial a ride services. The consultation document put forward two options: (1) to withdraw all subsidies or (2) to withdraw £2.3m of subsidies. The consultation received a high number of responses (just under 3,000). Because of financial pressures, the Cabinet decided to withdraw all bus subsidies from 20 July 2016.
- 2.3 During the consultation a number of individuals asked for bus usage data to be made available. Although not used in the methodology to analyse the "value for money" of each subsidised bus service, the limited patronage data available at the time was shared with the public in Annex Xb of the consultation documentation.
- 2.4 Nevertheless, in March this year, the County Council uncovered additional bus usage data of which it was unaware during the consultation the year before. It was this data on which the County Council has sought comments from the public. The online consultation on the new data ran from 14 March 2016 to 18 April 2016. All relevant documents, including the full spreadsheet of bus usage data, were made available to the public through the consultation portal.
- 2.5 The County Council commissioned Community First Oxfordshire to provide a report based on the responses to the online consultation on this bus usage data. In addition to this report, Community First Oxfordshire has also produced an independent

assessment of whether this additional bus usage data (had it been available) would have influenced the methodology for the 2015 subsidised bus service and dial a ride public consultation and the recommendations in the report that followed. It concluded that it would not have done.

3. Consultation responses

- 3.1 The consultation received a surprisingly small number of responses, 7 in total. The table below indicates who the responses were from;

Response 1 (online)	Oxfordshire resident
Response 2 (online)	Oxfordshire resident
Response 3 (online)	Oxfordshire resident
Response 4 (online)	Oxfordshire resident
Response 5 (online)	Brightwell-cum-Sotwell Parish Council
Response 6 (email)	Oxfordshire Councillor
Response 7 (email)	Bus Users UK Oxford

- 3.2 All 7 responses refer to the need for the subsidised bus services to continue. 4 of the 7 responses do not mention the new bus usage data but emphasise the need for subsidised bus services to continue. One respondent states that bus routes feeding into rural areas are a more sustainable transport solution than car usage and that closing bus routes is a false economy. Other respondents asked whether Section 106 funds could be used to help sustain some bus routes.
- 3.3 Of the 7 responses, only 3 referred to the bus usage data. One accepted the validity of the data, though it was concerned for the local community and the loss of subsidised bus service in the area. The 2 other responses felt that the bus usage data was either unacceptable and poor in quality or confusing. Bus Users UK Oxford, felt that the bus usage data did not provide an accurate sense of the seasonal variation of bus usage and asked for more details to help communities source solutions.
- 3.4 In addition, the Group enquired about the Government's transitional funds, its allocation to transport services in Oxfordshire and the role of bus services in the County Council's Total Transport strategy. Bus Users Oxford UK list four main areas of concern - Henley area, Banbury, Witney area and Bicester - and make suggestions for improvements, including sourcing Section 106 funds, continuing to subsidise some bus routes and looking into creating an integrated bus system with common ticketing.

4. Conclusion

- 4.1 The very low response rate suggests that the public in general did not feel that the additional, limited bus usage data warranted a change in view to that submitted during the 2015 consultation. All 7 respondents are concerned about the future of their subsidised bus services and access to other services when bus subsidies are withdrawn. Some respondents asked the County Council for support in producing

better data and working with the various bus operators to seek positive solutions before 20 July. Bus Users UK Oxford described the bus usage data as insufficient and have requested bus usage data for the period during October 2015 and March 2016, to be compiled and published before the bus subsidies are withdrawn on 20 July. Other respondents have asked for support from the County Council to work with the bus operators and identify practical ways of mitigating the loss in subsidy so that as many services as possible continue.

Community First Oxfordshire
April 2016

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Annex 3: Service and Community Impact Assessment (SCIA)

Directorate and Service Area:

Environment and Economy, Fleet / Integrated Transport Hub

What is being assessed: Termination of subsidised bus services and Dial a Ride service in Oxfordshire

Responsible owner / senior officer:

Sue Scane, Director for Environment and Economy

Date of assessment:

Initial assessment undertaken in October 2015, published for Cabinet in November 2015, following the public consultation

This updated assessment was undertaken in April 2016, following the Feb 2016 Full Council decision to terminate all subsidies and to provide an update on the activities being undertaken to mitigate impact.

Summary of judgement

The decision to withdraw bus subsidies and the Dial a Ride service will have an impact across Oxfordshire, but will particularly affect rural communities, young people, older people and people with disabilities.

We are working to mitigate this impact by:

- working with bus operators to try and keep as many subsidised bus services as possible running commercially
- delivering a marketing campaign to raise awareness and support the growth of community transport across Oxfordshire, and increase the number of volunteers.
- developing a pilot scheme to utilise downtime of Council fleet vehicles to provide a service for people without access to alternative transport

1. Detail of Assessment:

1.1 Purpose of assessment:

This assessment has been undertaken in order to understand the impact of proposals to reduce or withdraw all funding for subsidised bus services, and cease funding the Dial-a-Ride service, on different groups of people in Oxfordshire. The assessment considers how these changes may affect the people of Oxfordshire – with particular emphasis on groups with the protected characteristics listed below – and how this can be mitigated against.

Section 149 of the Equalities Act 2010 (“the 2010 Act”) imposes a duty on the Council to give due regard to three needs in exercising its functions. This proposal is such a function. The three needs are:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic, and those who do not.

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act.

The need to advance equality of opportunity involves having due regard to the need to:

- remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic,
- take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs other people, and
- encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low.
- take steps to meet the needs of disabled people which are different from the needs of people who are not disabled and include steps to take account of a person’s disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

These protected characteristics are:

- age
- disability
- gender reassignment
- pregnancy and maternity
- race – this includes ethnic or national origins, colour or nationality
- religion or belief – this includes lack of belief
- sex
- sexual orientation
- marriage and civil partnership

1.2 Context / Background:

On-going cuts in central government funding mean Oxfordshire County Council has to make significant savings to its budget.

In February 2015, the Council reduced the overall supported transport budget by a fifth (£6.3 million). We have already identified savings from running services in a more efficient and integrated way, being delivered through the Supported Transport Programme, but this alone will not achieve our savings target. We therefore have had to look at savings against the supported transport services which we are not required to provide by law – subsidised bus services and Dial a Ride.

On 26 May 2015, Cabinet approved the launch of a full public consultation on proposed changes to subsidised bus services and Dial a Ride. The consultation ran between 19th June and 15th September 2015.

On 10 November 2015, Cabinet met to consider public feedback to the subsidised bus service and Dial-a-Ride service proposals that we put forward in the consultation, and to make a decision about how to make the savings needed from these services

At this November meeting, Cabinet took the decision to withdraw all subsidies paid to run 118 subsidised bus routes in Oxfordshire, subject to ratification at the council's overall budget setting meeting in February 2016. It also made the decision to cease funding Dial a Ride from 31 March 2016.

Cabinet stated that if the County Council's funding position contained any scope for less deep savings, this surplus would, where possible, be used to continue a small number of subsidised bus services. The decision on which subsidies remained would be based on a need ranking, including prioritising off-peak services, rural and deprived areas.

Unfortunately, the Council's financial settlement from government was worse than predicted and therefore no surplus was available to protect the highest need routes. On 17 February 2016, Full Council ratified the Cabinet decision to terminate all subsidies. Later that month, termination notices were sent to all bus operators.

1.3 Proposals:

- 1) Terminate all bus subsidies on 20 July 2016 (this effects 118 routes)
- 2) Cease funding the Dial a Ride service from 31 March 2016
- 3) Explore options to mitigate the impact of these savings, by:
 - working with bus operators to try and keep as many subsidised bus services as possible running commercially
 - delivering a marketing campaign to raise awareness and support the growth of community transport across Oxfordshire, and increase the number of volunteers.
 - developing a pilot scheme to utilise downtime of Council fleet vehicles to provide a service for people without access to alternative transport

1.4 Evidence / Intelligence:

Dial a Ride

Evidence gathered at the time of the decision to cease funding Dial a Ride:

- 238 people across Oxfordshire use Dial-a-Ride as a regularly scheduled service.
- We reviewed these people by district and found that, overall, 215 of them are able to walk. Of these, 160 are within 400 metres walking distance of a bus stop and the majority have concessionary bus passes that allow them free travel at off-peak times.

Latest update:

Letters were sent to all Dial a Ride users (regular and non-regular) in November 2015, after the Cabinet decision was made to end the service. Reminder letters were also sent again in March 2016. As well as the letters, users were called to ensure they were aware and that they had received the letter (non-regular users called in February 2016 and regular users called in March 2016). All users were called at least twice.

The following information about alternative arrangements was gathered from phone calls to Dial a Ride users:

- We do not have information for 30% of users (either because they did not provide the information, we were unable to make contact, or they were deceased).
- Therefore, for the 70% of users who did provide this information:
 - 41% had made alternative travel arrangements
 - 37% had not made alternative arrangements
 - 22% did not need / use the service, or were not well enough to use it at present

Since some of these calls were made, the Banbury and District Dial a Ride service was set up, and Aspire (providing Dial a Ride in the City) is looking to expand and is already taking some additional bookings outside of this city boundary. Therefore, some of the people without alternative arrangements may now be booked on these or an alternative service.

Subsidised bus services

Evidence gathered at the time of the decision to terminate bus subsidies:

- In total, 2656 responses to the consultation questionnaire were received last year, as well as numerous emails and letters, 13 detailed submissions and 7 petitions. 275 people attended public and specific stakeholder meetings regarding the proposals we put forward.
- As part of ORCC's role as an independent facilitator and advisor during the consultation, they were tasked with reviewing and analysing all the consultation responses which were received and detailing their findings in a report to the Council. The ORCC consultation report details the breakdown of responses to each of the consultation questions, summarises the main

reasons people gave for their answers, and draws out common themes and issues which emerged across submissions. ORCC's consultation report can be found in **Annex C**, published with November 2015 Cabinet papers.

- An evidence-based approach was also used to produce a prioritised list of routes according to need. This would have been used to decide which subsidies continued if there had been sufficient funding to make partial rather than full termination of subsidies. However, due to a worsened financial settlement from central government, a full termination was confirmed in February 2016. (Detail on this prioritisation methodology, which was also consulted on, can be accessed in **Annex A** and **Annex B**, published with November 2015 Cabinet papers).

Latest update:

- After serving notices to bus operators on the termination of subsidy, we have been working with many of these operators to try to keep as many routes running commercially. Some parish and town councils have also been in discussion with operators about supporting them to continue. The Council ran an event in January for Parish Transport Representatives to meet with key bus operators to discuss the future of specific routes, and kick off this engagement activity.
- As of 29 April 2016, a significant number of operators have confirmed they will be continuing some routes, in an amended form and/or with increased fares. However, there are still several operators yet to confirm their intentions for routes, and it should also be noted that these routes will only be sustainable in the long term if they are well utilised by the local public.
- We have been looking at the availability of S106 funding to support the continuation of routes, where these run through an area of growth and are eligible for S106 funds from developers. This only applies to a small handful of routes, but can support these routes to continue until they can become commercially viable through increased use.
- As part of our efforts to deliver cost effective Home to School routes for entitled children, we have identified a small number of opportunities to move children from private tendered school buses on to public school buses. This is only being done where it is appropriate to do so and provides best value. However, this additional income (from student season tickets purchased by the Council) can support some operators to continue running some routes commercially.
- The Council, in partnership with Community First Oxfordshire, delivered a marketing campaign to recruit volunteer drivers into the local community transport sector, in recognition of the potential increase in demand. Approximately 70 enquiries were received as a result of this Volunteer Driver campaign.

1.5 Alternatives considered / rejected:

Subsidised bus services

The 'do nothing' (maintain subsidies) option was considered, but in order to achieve the scale of the savings required we have to look at cuts to services we aren't required to provide by law.

Several options were explored for how to prioritise routes under the 'partial subsidy removal option'. When launching the consultation, we provided a table of results which showed how services would be prioritised if we adopted these different approaches. Details of these can be found in the November 2015 Cabinet papers.

As we stated at the time, we opted for prioritisation on the basis of need, prioritising off peak services, in rural and deprived areas. While all our subsidies support services which are of value and significance to the communities they serve, the council's first duty is to protect our most vulnerable public transport users

Dial-a-Ride

We considered maintaining the service as it is. However, we decided to reject this option for a number of reasons:

- We need to find big savings and unfortunately this means looking at services which we aren't required to provide by law.
- Dial a ride users pay an annual subscription fee of £5. This contrasts with people going to Council day centres, who have to pay £5 per journey, and we think this inconsistency is unfair.
- The service uses specialist transport resources which arguably would be better allocated towards higher need SEN (special educational needs) users travelling to school.
- We've already had success setting up an alternative voluntary scheme in the City, and so think this is an option worth pursuing across the rest of the County.

2. Impact Assessment:

These saving will inevitably have an impact on communities, particularly rural communities and, in general, those most affected would be people without a public transport alternative or a car. In the 'Impact on Individuals and Communities' section we have assessed the impact of these proposals on four community groups which we think are potentially particularly at risk: rural communities, young people, older people and people with disabilities.

Overall mitigation

We are working to mitigate the impact of these savings by:

- working with bus operators to try and keep as many subsidised bus services as possible running commercially
- delivering a marketing campaign to raise awareness and support the growth of community transport across Oxfordshire, and increase the number of volunteers
- developing a pilot scheme to utilise downtime of Council fleet vehicles to provide a service for people without access to alternative transport

The first two points are covered in Section 1.4. Further detail about the third mitigation are detailed below, this is a new mitigation action proposed earlier this year and one of the reasons why this SCIA has been updated.

Fleet pilot scheme:

It is recognised that, even with all of the efforts described above to keep routes going, some residents will be left without a convenient local bus service. To reduce this impact, we are developing an exciting new pilot scheme which will utilise fleet downtime and offer journeys to anyone without suitable access to transport.

The pilot will provide a completely flexible and affordable service where anyone can request us to provide transport (individuals of all ages, groups, schools, Parish Councils, etc.). The service will offer the ability to book one-off journeys, repeat journeys, and regular scheduled routes (similar to public bus routes).

Further work is required to develop this pilot, as it is a completely new way of operating council owned vehicles. A launch date needs to be agreed, but it will be ahead of the termination of subsidies on 20 July 2016.

The intention is for the pilot service to be funded by users, covering our costs but on a not-for-profit basis under our current Section 19 operator permit. It is anticipated that individual customers will book and pay for blocks of miles, and groups and organisations setting up regular routes will be charged at a flat rate. Where appropriate, individual who have some flexibility over when they want to travel will be able to join their journeys with those of other customers to reduce the costs of travel; the more people that want to travel at the same time the cheaper the journey for everyone.

Recognising that the cost of journeys will reduce significantly if more people use it, we are encouraging local groups to coordinate bookings and share the costs.

Where certain rural parishes are particularly adversely affected by the termination of local routes, there is an opportunity to utilise this new service to meet the shared transport needs of residents. For example, the fleet vehicles could be booked for a regular weekly trip from a village to the nearby town and supermarket. A number of Parishes are in discussion with Fleet to fund and set up regular bus style routes for their communities.

To pump-prime this usage, we are proposing to offer certain parishes a number of 'free credits' to book the vehicle as a trial. The intention is that over the course of the trial, enough people will find this service useful and then, with a high level of usage, they will be able to afford the low cost of the journey.

In order to identify which parishes should be eligible for these 'free credits', we will re-run the analysis of need that was undertaken in the consultation on terminating subsidies last year. 'Need' in this case relates to how far people live from a commercial bus service. The value of 'credits' given will depend on the amount of parishes this is given to, as we only have a finite budget. This will be decided in June 2016.

2.1 Impact on Individuals and Communities:

Rural communities

The majority of subsidised bus services are run in the County's more rural areas. This is because bus subsidies are provided for services which are uneconomical for bus companies to provide on their own, and these tend to fall in rural areas where there are less people, and therefore less prospective passengers than necessary to make a service profitable.

Mitigation:

- Use of the Fleet pilot scheme described above
- Community transport provision

Older people and people with disabilities

We know that some older people and people with disabilities rely on public transport to help them stay independent, particularly if they are no longer able to use a car. There is therefore a risk that reducing or withdrawing subsidised bus services will make it harder for some of the County's older people or people with disabilities to stay active and get out and about.

Mitigation:

- Use of the Fleet pilot scheme described above
- Community transport provision

Young people accessing employment or education

There's a risk that young people currently reliant on a subsidised service – and who are less likely to have the means to own a car – will be hindered in their ability to access employment, education or training opportunities.

Mitigation:

- Use of the Fleet pilot scheme described above
- Community transport provision
- 'Wheels to Work' scheme (funded by grant from Department for Transport)
- Note that entitled school children will still have transport arranged by the Council Council to get them to school

Other protected characteristics

We have not identified any other groups with protected characteristics which would be disproportionately affected by these proposals.

2.2 Impact on Staff:

There are no redundancy implications directly associated with these proposals. There have already been savings made to the Supported Transport team.

2.3 Impact on other Council services:

Whilst there is no direct impact on other council services, there will be indirect impacts where service users of other Council services are affected, for example Adult Social Care and Children, Education & Families. Both of these teams are

represented in the overarching Supported Transport programme and therefore engaged in the proposals and implementation of these savings.

2.4 Impact on providers:

Bus companies

Bus companies will face a reduction or total withdrawal of the money they receive from the Council. We have been in conversation with Oxfordshire's bus operators about these proposals since the start of the consultation in June 2015. They have therefore had a long period of notice that these savings proposals were coming. The legal termination notices were served in February 2016, giving an end date of 20 July 2016 for all routes (5 months' legal notice of termination).

As explained in Section 1.4, we have been engaged in positive discussions with several bus operators who run routes which may be eligible for S106 or where we may be able to purchase season tickets for transporting entitled children to school.

At the time of writing, in April 2016, whilst several operators are yet to confirm their intentions, several operators have done so. Positively, there are a number of routes which are continuing as a result of the bus operators finding ways to continue a service commercially, often with an amended timetable, route or increased fares.

Community transport providers

The reduction in local bus services may result in increased demand within the community transport sector. We are offering a package of support to help existing and new schemes with this potential increase in demand. The Council continues to work with Community First Oxfordshire (previously ORCC) to support the establishment and growth of community transport organisations across the county, including start-up grants for local car schemes and we have delivered a successful campaign to increase the number of volunteer drivers.

3. Action plan:

Action	By When	Person responsible
Continued engagement with bus operators regarding impact of proposals and possible mitigations	On-going / 20 July 2016	Service Manager for Supported Transport, OCC
Continued engagement with community transport providers regarding impact of proposals and possible mitigations	On-going / 20 July 2016	Oxfordshire Rural Community Council and Supported Transport Programme Manager, OCC

Engagement with users of subsidised bus services and Dial-a-Ride to understand impact of proposals and possible mitigations, through public meetings, focus groups and other outreach work	Completed – findings available in Annex C of November Cabinet papers	Oxfordshire Rural Community Council
Assess consultation responses and consider whether any community groups with protected characteristics are disproportionately affected by the proposals	Completed – detailed in SCIA for November Cabinet	Oxfordshire Rural Community Council and Supported Transport Programme Manager, OCC
Update SCIA throughout consultation process as and when relevant feedback is provided	Completed	Supported Transport Programme Manager, OCC

4. Monitoring and review:

Person responsible for assessment: Alexandra Bailey, Supported Transport Service Manager, OCC

Version	Date	Notes (eg Initial draft, amended following consultation)
V1.0	June 2015	First draft
V2.0	October 2015	Final version – updated following closure of the consultation
V3.0	October 2015	Paper updated following legal input
Final Version (V4.0)	28 October 2015	Updated following further legal input
5.0	29 April 2016	Updated following Full Council (Feb 2016) ratification of decision to withdraw all subsidies and reflecting progress of termination and mitigation activities.
5.1	04 May 2016	Updated with legal input Appended to Cabinet Report on agenda for 24 May 2016

Division(s): All

CABINET – 24 MAY 2016

PROPOSED FEES FOR THE SUPPLY OF TRAFFIC ACCIDENT DATA

Report by Director of Environment & Economy

Introduction

1. This report presents proposals for a schedule of fees for the supply of traffic accident data.

Background

2. The Traffic and Road Safety Team within the Highways and Transport service currently provide road traffic accident data free of charge to transport consultants acting for developers (and also occasionally to other professional parties – for example solicitors). Following advice received in 2012 from colleagues in the Freedom of Information Team, it is understood that such data may come under the Environmental Information Regulations, for which no charge is made. As a result of this advice, the previous fee for the supply of the data was discontinued.
3. No fees were charged previously for the supply of accident data to public bodies, including the Highways Agency/ Highways England, or to members of the public (other than if in connection with a planning application).
4. A recent review of the above has concluded that it is permissible for a fee to be charged to cover the staff time and any other disbursements for the supply of such data. The fees set out in Annex 1 are suggested as appropriate when responding to requests for accident data from transport consultants and other commercial/ professional parties, taking account of the typical time required processing these requests. For comparison, information on fees has been obtained from other highway authorities in the south east region, as set out in Annex 2.
5. It is not proposed at present to apply fees for supplying accident data to public bodies or to members of the public (including for example students) if the request does not relate to a planning application.

Financial and Staff Implications (including Revenue)

6. On average approximately two requests for traffic accident data per week are received which would be subject to the proposed fees, resulting in an approximate annual income of £12,500.

RECOMMENDATION

7. The Cabinet is **RECOMMENDED** to recommend to Council to approve the use of the proposed fees as set out in Annex 1.

Report by Sue Scane, Director for Environment and Economy

Contact Officer Owen Jenkins, Service Manager – Highways, Transport and Waste
owen.jenkins@oxfordshire.gov.uk

May 2016

Proposed fees for the supply of traffic accident data

Reason for data request	Service provided	Proposed fee
Planning matter or other professional purpose	Supply of accident data – first location / date range	£140
	Supply of accident data – second and each subsequent location / date range	£75
	Search of records to establish if there is any relevant data (in cases where there is no data to supply)	£40
Other purpose (e.g. for town or parish council, or for educational purposes)	Supply of accident data / search of records to establish if there is any relevant data	No charge

ANNEX 2

Fees currently charged by other local authorities for which information is available:

Authority	Fee
Buckinghamshire	£160 (£15 for nil return)
East Sussex	£120 via Sussex Safer Roads Partnership
Medway	Sliding scale from £50 (highest quoted £682.20)
Milton Keynes	£79.95 (extra for larger areas)
Slough Borough	£200 for 5 years and £150 for 3 years
Southampton Highways Partnership	£135
West Berkshire	£112 up to 10 plus £36 plus VAT for each additional 10
West Sussex	£120 via Sussex Safer Roads Partnership
Windsor and Maidenhead	£129 for 3 years and £215 for 5 years (up to 1km), Pro-rata over 1km
Wokingham	Sliding scale from £158 to £278

Division(s):

CABINET – 24 MAY 2016

Section 75 Agreement with Oxfordshire Clinical Commissioning Group for 2016-2017 to 2018-2019

Report by Director of Adult Social Services

Introduction

1. The purpose of this report is to seek approval for a continuation of and variations to the legal agreement under Section 75 of the NHS Act 2006 that governs the existing formal joint working arrangements and pooled budgets between Oxfordshire Clinical Commissioning Group and Oxfordshire County Council from April 2016 onwards.
2. This is an annual process that updates the agreement between Oxfordshire Clinical Commissioning Group and Oxfordshire County Council in respect of the pooled budgets. This includes agreeing the respective contributions of both parties, and the governance arrangements by which the pooled budgets are managed.

Background

3. Section 75 of the National Health Services Act 2006 contains powers enabling NHS Bodies to exercise certain local authority functions and for local authorities to exercise various NHS functions. This in turn enables better integration of health and social care, leading to a better experience and outcomes for patients and service users.
4. Oxfordshire County Council has an existing and long-standing agreement under Section 75 with Oxfordshire Clinical Commissioning Group to pool resources and deliver shared objectives, often referred to as “pooled budgets”. Oxfordshire has the largest genuinely pooled budgets in the country that reflects our commitment to joining up our commissioning and using resources flexibly for the benefit of people who need care.
5. This agreement covers services for older people, people with physical disabilities, people with learning disabilities, and people with mental health needs. The appendices to that agreement set out how the pooled budgets operate.
6. The current agreement runs until March 2016 and stipulates that the schedules should be revised and agreed annually. Parties agreed to continue to work under the existing principles and agreement until the revised arrangements are formally agreed.

7. There are a number of areas that should be reviewed as part of the annual review
 - (a) The level of contribution each organisation makes
 - (b) The way that risk is shared
 - (c) The performance of the pooled budgets in terms of meeting key performance indicators
 - (d) Arrangements for the management of pooled budgets.

Delivery of key strategic objectives

Health & Wellbeing Board Objectives

8. The Joint Health and Wellbeing Strategy 2015/2019¹ has identified three key priorities for adult health and social care:

Priority 5: Working together to improve quality and value for money in the Health and Social Care System

Priority 6: Living and working well: Adults with long-term conditions, physical disabilities, learning disabilities or mental health problems living independently and achieving their full potential

Priority 7: Support older people to live independently with dignity whilst reducing the need for care and support

9. The pooled budgets are required to support the delivery of the local priorities identified in the Joint Health and Wellbeing Strategy, as well as ensuring that Oxfordshire delivers its national targets. The schedules of the Section 75 agreement outline how each budget addresses these priorities and outline a series of outcomes that the budget is aiming to deliver.
10. Delivery of the Health & Wellbeing Board priorities is supported by a number of joint commissioning strategies that are reviewed, under review or are due for review in the coming year. These include learning disabilities, Child and Adolescent Mental Health, Mental Health, Physical Disability, Carers, Older people, Autism and Information and Advice strategies. The Health and Wellbeing Board priorities are also due to be refreshed during 2016/2017, alongside the development of a Sustainability and Transformation Plan led by the CCG on behalf of the health and social care system in Oxfordshire.
11. It is Oxfordshire County Council and Oxfordshire Clinical Commissioning Group's intention to review these strategies alongside each other and in the light of any changes to the Health & Wellbeing Board priorities. We will use this review to establish clear outcome measures that assure the delivery of these joint strategies.

Implementation of the Oxfordshire Better Care Fund

12. The Better Care Fund 2016/17 plan was submitted to NHS England on 3rd May for approval, and we await feedback. It is a national requirement that there is a local mechanism to host, monitor and assure delivery of schemes within the Better Care Fund.

¹ Oxfordshire's Joint Health & Wellbeing Strategy 2015 – 2019 (Final Version July 2012, Amended July 2013, June 2014, June 2015)

13. The Oxfordshire system will invest circa £40m in 2016/17 in the Better Care Fund, an increase from £37.5m in 2015/16. This funding includes a specific distribution formula for the Disabled Facilities Grant element of the Better Care Fund.
14. This funding will be invested in schemes to improve health and social care outcomes for local people. Of the £40m in the Better Care fund a total of £21.35m is transferred to adult social care, including a continued investment in maintaining adult social care of £8m, and allocation of £1.35m to support the ongoing implementation of the Care Act 2014.
15. It is proposed that the Better Care Fund will continue to be hosted within the Older Peoples Pooled Budget as a separate line within the budget. The Single Joint Management Group will receive regular reports against
 - (a) Spend against the Better Care Fund
 - (b) Implementation of schemes within the Better Care Fund
 - (c) Performance of those schemes
16. *Supporting the development of integrated commissioning*
During 2016/17 Oxfordshire County Council and Oxfordshire Clinical Commissioning Group will continue to work together to develop a greater level of integration. Any proposals that impact on the current pooled budget would be subject to formal agreement of variations.
17. This arrangement will be reviewed to consider effectiveness and accommodate further discussions about devolution, and potential to operate a single pooled budget.
18. There is on-going work to have a children's pooled budget for the provision of short break and respite care services for children aged 0-18 years. Upon agreement to create a pooled budget for children's services, this agreement will be amended to include governance arrangements to govern this budget.
19. In the interim there are a number of proposals within the current paper that are designed to support the development of a more integrated approach.

Proposed Changes to the Pooled Budget agreement for 2016/17

20. The existing agreement sets out the mechanisms by which the contributions from the Oxfordshire County Council and Oxfordshire Clinical Commissioning Group are managed and used. It details the aims and objectives of the pooled funds, the services that will be commissioned, the governance arrangements and agreement between the partners for management and contractual arrangements.
21. The schedules to the agreement are in *Annex One*. These provide clarity about eligibility, service scope and nature, and about pool management and governance, including delegation.

22. It is proposed that the agreement broadly continues in its current form for a period of three years. Any Pooled Fund Arrangement made under the S 75 Agreement will continue until either:
- (i) the Section 75 Agreement as a whole expires or is terminated earlier (on 6 months' notice by either party); or
 - (ii) the particular Pooled Fund Arrangement is terminated (on 6 months' notice by either party, or on 3 months' notice by either party if no agreement on annual contribution or on shorter notice by one party if the other is in default).
23. The key changes are set out below.

Contributions and Risk Share for 2016/17 for adults

24. The County Council agreed the budget on 16 February 2016 and in doing so agreed the County Council contributions to the Pooled Budgets for 2016/17. The Oxfordshire Clinical Commissioning Group agreed its contribution at the Governing Body meeting on 21st April 2016.
25. Contributions from both parties have been amended from 2015/16 to reflect demographic pressures, savings and efficiency targets that have been agreed, and pressures and underspends from the end of year outturn.
26. It is proposed that the risk sharing between organisations in all the pools (except mental health) will continue to reflect a truly pooled budget arrangement, working to a joint strategy with joint decision making. As such, it is proposed that the risk sharing between the Clinical Commissioning Group and County Council is directly proportional to the gross contributions of both parties in each of the pools. However discussions are on-going in relation to the Mental Health pool and should be resolved by the end of quarter 1.

2016/17 Contributions and risk share²

Older People's Pool	OCC	OCCG
	£'000	£'000
Contribution to OP pool	66,923	120,178
Exclude BCF		33,897
Add back income	20,196	
Risk Shared Contributions	87,119	86,281
% risk share	50.24 %	49.76%

Learning Disabilities Pool	OCC	OCCG
	£'000	£'000
Contribution to LD pool	70,616	13,318

² The risk share for each pool is calculated on the basis of gross contributions of each party as set out in Schedule 3.

Add back income	5,427	
Risk Shared Contributions	76,043	13,318
% risk share	85.10%	14.90%

Mental Health Pool	OCC	OCCG
	£'000	£'000
Contribution to MH pool	9,082	44,847
Add back income	53	
Risk Shared Contributions	9,135	44,847
% risk share	16.92%	83.08%

Physical Disabilities Pool	OCC	OCCG
	£'000	£'000
Contribution to PD pool	11,925	7,866
Add back income	820	
Risk Shared Contributions	12,746	7,866
% risk share	61.84%	38.16%

27. The risk share for the Older People's Pool excludes the revenue elements of the BCF of £33.897m which forms part of the CCG's contribution to the pool. Of this, £21.352m contributes to Adult Social Care services. The risk shares for all pools are based on gross contributions and are adjusted for the budgeted value of client contributions.
28. Through the additional 2% precept for adult social care the Council has £5.8m in 2016/17 to address the impact of the national living wage. The additional funding allows councils to increase the prices they pay for care, including to cover the costs of the National Living Wage. The use of this additional funding, which is currently held outside the pools, is subject to consultation with providers, and the intention is that this will be drawn into the relevant pools to cover price increases as these are agreed.
29. It will continue to be the responsibility of the Single Joint Management Group for adults to ensure that spending is contained within the resources available. Where financial pressures arise in year, the Joint Management Group must look at options to contain total spending within the resources available.
30. Where either party has allocated specific savings to the pooled budget, the expectation is that a clear and robust strategy will be in place to ensure its delivery. Where commissioners do not agree an appropriate strategy is in place, the party moving the risk into the pool may still choose to do so but will be wholly responsible for funding any non-delivery of the saving.
31. Plans considered to be at risk will be agreed by the end of Quarter 1 each year, and will be monitored closely by the Joint Management Group throughout the year to ensure appropriate action is being taken.

Additional risk share under Better Care Fund

32. The Council and the Clinical Commissioning Group are both committed to increasing the hours of home care purchased each week to meet increasing demand, reduce the number of people permanently placed in care homes, and to help avoid hospital admissions and support people to return home as soon as they are fit to do so.
33. The Council has committed £2.1m of new funding to the Home Support budget within the Older People's pool to purchase additional capacity in the Home Support market. It is calculated that the Council will need to purchase 270 new hours of home care per week over the course of 2016/17. After taking into account the impact of attrition the Council expects to deliver growth of 10% in the number of home support hours commissioned per week from a baseline of 20,400 hours per week.
34. It is proposed that if the Council does not fully meet this commitment and there is an underspend against the Home Support expenditure budget, the Clinical Commissioning Group will recoup in full any underspend up to the value of £2.1m. This will help to offset additional costs in the NHS arising from people admitted to and/or delayed in hospital as a result (eg the additional CCG investment in intermediate care beds).
35. However, subject to evidence provided by the Council that the inability to source home care was due to capacity in the market rather than sufficient funding, and if there are demonstrable costs to the pool arising from increased admissions to care homes as an alternative to home care, the Clinical Commissioning Group may agree to the reallocation of this funding within the pooled budget.
36. Progress in sourcing the additional hours of home care will be jointly tracked weekly and formally monitored on a quarterly basis by the Joint Management Group. This will be measured by the average numbers of new hours commissioned per week in the quarter, cumulative progress towards the 10% increase in total weekly hours per week, and the total spend against the budget.

Single Joint Management Group for Adults

37. It is proposed that Oxfordshire has a Single Joint Management Group with senior representatives from Oxfordshire County Council and Oxfordshire Clinical Commissioning Group to manage four pooled budgets for adults for effective delivery of health and social care in Oxfordshire. This would replace the four existing Joint Management Groups that currently meet to look at individual pooled budgets for older people, people with learning disabilities, people with mental health conditions and people with physical disabilities.
38. A single joint management group for adults will provide an opportunity to
 - have commissioning discussions across all client groups, rather than separately;

- have an oversight of the issues specific to each client group and common challenges for all;
 - have an overall consideration of issues across the pools or flexibility to match funding to areas of pressure and need irrespective of client group;
 - streamline decision making and enable partners to monitor the impact of decisions on adult social care providers across different client groups.
39. The Single Joint Management Group will meet quarterly, and will be supported by a Pooled Budget Officers Group that will meet on a monthly basis. Commissioners, finance leads and others will meet outside these meetings as appropriate or required. Decision making in relation to the pooled budgets will rest with the Single Joint Management Group unless delegated appropriately. Details of the membership and operation of the Single Joint Management Group is in schedule four to the Section 75 agreement (see attached Annex One).
 40. The Single Joint Management Group will be responsible for managing and overseeing progress against key outcomes for adults within the Oxfordshire Health and Wellbeing Strategy, including reporting to each meeting of the Health and Wellbeing Board. Although the meetings of the Single Joint Management Group will not be in public, reporting to the Health and Wellbeing Board will encourage transparency of decision-making.
 41. The Council will be responsible for arranging and coordinating the Single Joint Management Group and Pooled Budget Officer Group meetings.
 42. The Single Joint Management Group will be responsible for the allocation of budget to cost centres. Budget holders are responsible for delivering the agreed strategy within their allocated budget.
 43. The pooled budget manager for each pool will continue to retain oversight of the pool as a whole and retain responsibility for the submission of finance and performance reports to Single Joint Management Group meetings.
 44. The Pooled Budget Officers Group will be responsible for reporting to the Single Joint Management Group on activity, spending and performance that standardises the approach across the pooled budgets. This will be used to assure the Single Joint Management Group regarding the level of activity, management of financial risk and the delivery of our strategic objectives.
 45. During 2016-17 this Group will continue to develop this framework to improve integrated reporting that maps the outcomes and costs for people across those services commissioned from pooled budgets.

Risks

46. Risk share arrangements for the pools are set out in paragraphs 24-31 above.

- 47. Failure to agree new arrangements would significantly impact on both partners ability to ensure appropriate services are commissioned to meet people's needs across all client groups.
- 48. Failure to work together to develop and deliver coherent joint commissioning strategies will result in the failure to achieve financial efficiencies and better performance across the whole system.

Financial and Staff Implications

- 49. The full financial implications to the Council are set out in paragraphs 24-31 above and the draft agreement, in particular Schedule 3. The Council's financial contribution reflects that set out in the budget agreed by Council on 16 February 2016.
- 50. It is proposed that all pooled budgets will continue to include the County Council client contribution budgets. There is no additional risk to the County Council from this proposal.
- 51. In line with the Section 75 Agreement dated 23rd April 2013 as amended by a deed of variation dated 21st March 2014 between Oxfordshire Clinical Commissioning Group and Oxfordshire County Council, the partners agreed to extend the agreement for three years (until 31st March 2019). The agreement or a pooled fund arrangement can be terminated on 6 months' notice by either party.

Equalities Implications

- 52. In line with the Council's Equality Policy 2012-2016, a Service and Community Impact Assessment has been completed to consider the implications of the Section 75 Agreement for all client groups.
- 53. There are not considered to be any direct implications of this agreement on individuals, communities, staff or providers of services as the agreement does not vary significantly from previous agreements and is essentially a mechanism for the delivery of joint commissioning strategies.
- 54. These joint commissioning strategies are all developed following significant consultation with clients, the public, providers and organisations involved in the commissioning and delivery of services. In most cases they are specifically targeted at improving outcomes for more vulnerable people, and each has its own impact assessment.
- 55. Similarly, individual impact assessments are completed for all commissioning activity, service changes and contracts awarded linked to the development and delivery of the joint commissioning strategies. Where appropriate, the outcomes of these assessments are reported to Cabinet to inform decision-making on new policies, contracts and service changes.

RECOMMENDATION

56. The Cabinet is **RECOMMENDED** to

- (a) approve the proposed pooled budget arrangements with Oxfordshire Clinical Commissioning Group, including a revised Section 75 Agreement for All Client Groups (as set out in Annex 1) to reflect this, subject to the inclusion of any necessary changes in the text as agreed by the Director of Adult Social Services after consultation with the Cabinet Member for Adult Social Care;
- (b) approve the contributions and risk share arrangements as set out in paragraphs 24-31;
- (c) approve the proposal to move to a single joint management group in adults, replacing the existing four separate groups; and
- (d) approve an extension of the Section 75 Agreement for three years until 31st March 2019.

JOHN JACKSON
Director of Adult Social Services

Contact Officer: Ben Threadgold, Policy and Performance Service Manager

Annex One: Revised Section 75 Schedules

Schedule 1

The Pooled Funds

1. The four pooled budgets are set out below and are intended to deliver the Oxfordshire Health and Wellbeing Board Priorities for specific care groups. The Health and Wellbeing Board has developed and published a Joint Health and Wellbeing strategy covering 2016/2017 which guides the joint commissioning work of Oxfordshire County Council and Oxfordshire Clinical Commissioning Group.
2. This has identified three key priorities for adult health and social care:

Priority 5: Working together to improve quality and value for money in the Health and Social Care System

Priority 6: Living and working well: Adults with long-term conditions, physical disabilities, learning disabilities or mental health problems living independently and achieving their full potential

Priority 7: Support older people to live independently with dignity whilst reducing the need for care and support

A OLDER PEOPLE POOLED FUND

1. The Older People Pooled Fund shall consist of contributions from Oxfordshire County Council and Oxfordshire Clinical Commissioning Group to commission services for older people.
2. Oxfordshire County Council shall be the Host Partner for the Older People Pooled Fund. The Services delivered shall be the social care services and specialist health services for older people as more particularly described in Schedule 2.
3. Oxfordshire County Council shall be the Lead Commissioner for some elements of these Services and the Oxfordshire Clinical Commissioning Group shall be the Lead Commissioner for other elements of these Services. The division of responsibility for the commissioning of these Services is set out in Schedule 2.
4. The aim of the Older People Pooled Fund is to use resources efficiently to commission a range of health and social care services which enable older people to live independent and successful lives that are healthy and personally and socially fulfilling.
5. The Older People Pooled Fund will be used for commissioning a range of services for all client groups where the majority of users are older people (for

example support for carers, equipment, reablement). See Schedule 2 for more detail.

B LEARNING DISABILITY POOLED FUND

1. The Learning Disability Pooled Fund shall consist of contributions from Oxfordshire County Council and Oxfordshire Clinical Commissioning Group to commission services for adults with learning disabilities.
2. Oxfordshire County Council shall be the Host Partner for the Learning Disability Pooled Fund and shall act as Lead Commissioner for social care services and specialist health services for adults with a learning disability as more particularly described in Schedule 2.
3. The aim of the Learning Disability Pooled Fund is to use resources efficiently to commission a range of health and social care services which enable adults with learning disabilities to live healthy, active lives in their local communities.

C MENTAL HEALTH POOLED FUND

1. The Mental Health Pooled Fund shall consist of contributions from Oxfordshire County Council and Oxfordshire Clinical Commissioning Group to commission specialist and targeted mental health services for children and young people, and mental health and well-being services for adults aged 16 and above with functional mental health problems.
2. Oxfordshire Clinical Commissioning Group shall be the Host Partner for the Mental Health Pooled Fund and shall act as Lead Commissioner for social care services and specialist health services for children, young people and adults over the age of 16 with mental health needs as more particularly described in Schedule 2.
3. From time to time the mental health pool commissions individual social care packages of care including placement in residential accommodation. These interventions are commissioned by the Oxfordshire Clinical Commissioning Group as lead commissioner on behalf of Oxfordshire County Council. Oxfordshire Clinical Commissioning Group shall conduct the procurement process for such care packages in consultation with Oxfordshire County Council but the contracts associated with such care packages shall be held and managed by the Oxfordshire County Council in line with the Care Act charging regulations.
4. The aim of the Mental Health Pooled Fund is to use resources efficiently to commission a range of health and social care services which achieve better outcomes for people of all ages living with mental health problems.

D PHYSICAL DISABILITY POOLED FUND

1. The Physical Disability Pooled Fund shall consist of contributions from Oxfordshire County Council and Oxfordshire Clinical Commissioning Group to commission services for adults with physical disabilities.
2. Oxfordshire County Council shall be the Host Partner for the Physical Disability Pooled Fund and shall act as Lead Commissioner for social care services and some health services for adults with a physical disability as more particularly described in Schedule 2.
3. The aim of the Physical Disability Pooled Fund is to use resources efficiently to commission a range of health and social care services which enable adults with physical disabilities to live healthy, active lives in their local communities.

Schedule 2

The Services

All Services may be purchased through individual spot contracts, block contracts, framework contracts, personal budgets or Direct Payments.

1. Area Covered

- 1.1 People may be referred if they are the responsibility of Oxfordshire Clinical Commissioning Group or Oxfordshire County Council's Social & Community Services, being people ordinarily resident in the County of Oxfordshire and/or registered with a general practice that is part of Oxfordshire Clinical Commissioning Group.
- 1.2 From time to time, there may be prospective Clients who seek referral or are referred by other professionals who are not resident within the area of Oxfordshire County Council as not all of the Oxfordshire Clinical Commissioning Group boundaries are within the Oxfordshire County Council boundary. In those cases, they will be dealt with on a case by case basis through negotiation with the neighbouring Local Authority and Clinical Commissioning Group and according to existing national guidelines on district of residency and delegation of NHS functions.
- 1.3 It should be noted that while some patients in Thame and Shrivenham fall outside the boundaries of Oxfordshire Clinical Commissioning Group, they are within the Oxfordshire County Council administrative boundary and Social & Community Services funding for these areas is provided within the current Pool.

2. Eligibility

- 2.1 All prospective Clients shall be assessed under the Integrated/Joint Assessments Process. Without prejudice to the Integrated/Joint Assessments Process, the following individuals will be eligible for services purchased by the Council:
 - 2.1.1 Any adult who meets the National Framework for Continuing Health Funding Criteria for adults/older people (introduced on 1 October 2007)
 - 2.1.2 Any adult who meets the Funded Nursing Care ('FNC') criteria as laid down by the Department of Health from time to time
 - 2.1.3 Any adult who does not need to be in an acute NHS and community beds but cannot return home for any reason and requires a temporary stay in a residential or nursing home
 - 2.1.4 Any adult who meets the criteria for intermediate care as agreed from time to time
 - 2.1.5 Any person who has identified health care tasks undertaken by care workers as part of their care package as set out in the shared care protocol
 - 2.1.6 Persons assessed as having eligible needs under the Care Act criteria as agreed from time to time

- 2.2 Each pool is predominantly for people for a specific care group (as set out below).
- 2.3 In addition, there are small but significant numbers of people who do not fully meet the eligibility definition for each pool but who are eligible for an assessment from Oxfordshire County Council because of a combination of factors which render them vulnerable. There are also people with multiple issues that may render them eligible for support from more than one pool.
- 2.4 In the case of both these groups where it is deemed by Oxfordshire County Council and Oxfordshire Clinical Commissioning Group that a particular service is best placed to meet the needs of this group, assessment and social care services may be provided and purchased by the pool.
- 2.5 The best fit decision will take into account the needs of the individual, and the services best placed to meet those needs.
- 2.6 The decision about which pool is the best fit for any individual shall be taken by the Pool Manager, in consultation with either Strategic Commissioner Adults, Oxfordshire County Council (in the case of the Mental Health Pool) or Programme Manager Mental Health and Joint Commissioning, Oxfordshire Clinical Commissioning Group (in the case of Older People, Learning Disability, and Physical Disability Pools).
- 2.7 *Older people*
 - 2.7.1 This pool is predominantly for the provision of services to adults over the age of 65.
 - 2.7.2 Many of the services commissioned from this pool are for all adult age clients but the majority of people benefiting from the services thus commissioned will be over the age of 65, including prevention and early support, information and advice, reablement, equipment and assistive technology.
 - 2.7.3 Support for carers is commissioned from this pool for adults of all ages and children and young people.
- 2.8 *Learning Disability*
 - 2.8.1 This pool is predominantly for the provision of services to adults who have learning disabilities. People receiving services under this pool will usually present with
 - A significantly reduced ability to understand new or complex information, to learn new skills (impaired intelligence), with
 - A reduced ability to cope independently (impaired social functioning), which started before adulthood, with a lasting effect on development.
- 2.9 *Mental Health*
 - 2.9.1 This pool is predominantly for the provision of services to adults aged 18-65 (but see 2.9.5 below) who meet the thresholds for care as defined in the mental health care clusters, whether mild to moderate anxiety and depression (clusters 1-3), moderate to severe anxiety and depression (clusters 4-7), personality disorders (cluster 8) and psychoses (clusters

10-17). This will include those people who have a mental health problem in a co-morbid presentation with other conditions (such as autism, drugs or alcohol problems, physical health problems).

- 2.9.2 In addition people receiving services under section 117 of the Mental Health Act (1983) will also be funded from this pool. Where individuals falling under the remit of section 117 are the responsibility of Oxfordshire Clinical Commissioning Group but not of Oxfordshire County Council then only identifiable health needs will be funded from the pool.
- 2.9.3 The responsibility for social care needs will sit with the appropriate local authority. It will be the responsibility of the lead commissioner to negotiate this.
- 2.9.4 The mental health pool also commissions services for adults living with autism and leads on the delivery of the Autism Strategy.
- 2.9.5 In addition the pool also funds targeted and specialist child and adolescent mental health services. These services
- target particular groups at risk of experiencing mental health problems
 - and provide specialist services to children and young people with complex, severe and / or persistent needs.

2.10 Physical Disability

- 2.10.1 This pool is predominantly for the provision of services for adults between the ages of 18 and 64 who have a physical disability in line with the definition set out in the Equality Act 2010.
- 2.10.2 A person has a disability if:
- they have a physical or mental impairment
 - the impairment has a substantial and long-term adverse effect on their ability to perform normal day-to-day activities
- 2.10.3 For the purposes of the Act, these words have the following meanings:
- 'substantial' means more than minor or trivial
 - 'long-term' means that the effect of the impairment has lasted or is likely to last for at least twelve months (there are special rules covering recurring or fluctuating conditions)
 - 'normal day-to-day activities' include everyday things like eating, washing, walking and going shopping
- 2.10.4 This pool hosts the rehabilitation budget that is designed to support people recover when they have received an acquired brain injury. This health budget is deployed where there is a prospect of rehabilitation. Support from this budget continues until the service user achieves a level of independence or until there is no further prospect of improvement in their rehabilitation. In the latter case the service user may be supported from social care and/or alternative health commissioned services. Decisions under this heading are made by a dedicated panel jointly chaired by the partners.

3. Financial Assessment of Clients

- 3.1 People receiving social care services through Pooled Funds for adults will receive a financial assessment and be charged in line with the Care Act 2014 and council's charging policy. There is no charge for NHS funded health provision.
- 3.2 The Single Joint Management Group for adults will be consulted about any changes to the charging policy.

4. Carers

- 4.1 Carers and young carers who are likely to have care and support needs when they become an adult are entitled to a carers' assessment in line with the Care Act 2014 and the council's assessment policy.

5. Market development and purchasing approach

- 5.1 Market Position Statements, developed by the council in consultation with service users, carers and other significant stakeholders, set out the current market and future needs of the population of Oxfordshire, and inform the development and maintenance of a range of services to deliver the aims and objectives of the Joint Commissioning Strategies. This will help to maximise independence as far as possible, and assist people to lead independent lives with the minimum support necessary to maintain a reasonable quality of life.
- 5.2 An integrated purchasing approach will be developed by the Partners. This will focus on care homes, and home support services. All purchasing of these services will be carried out by a single purchasing team, using County Council procedures and financial assurance.

6. Contracts and quality

- 6.1 The details of the Service will be specified in Service Contracts entered into by Oxfordshire County Council or where relevant the Oxfordshire Clinical Commissioning Group. These will include contracts to purchase 100% NHS health care.
- 6.2 Where health services are commissioned through the pools then the clinical quality of the service remains the responsibility of Oxfordshire Clinical Commissioning Group. Oxfordshire County Council will provide such information as is requested to support the assurance of clinical quality carried out by Oxfordshire Clinical Commissioning Group.
- 6.3 Where social care services are commissioned through the pool then the quality of the service will be the responsibility of the partner contracting for the service. This responsibility can be delegated to either partner through formal agreement at the appropriate Joint Management Group.

- 6.4 The parties will agree the performance and quality management and reporting processes for those contracts commissioned across the pooled budgets and ensure that this information is made available via the single joint management group.

A OLDER PEOPLE POOLED FUND

This Schedule describes the Services to be provided to people eligible for support from the fund (as defined above).

Oxfordshire County Council will be the Lead Commissioner for the following Services:

- Prevention and early support services
- Information and advice services
- Support to carers
- Intermediate care
- Reablement
- Residential Care
- Nursing Care (Nursing Homes)
- Respite care
- Long-stay care in a registered or non-registered setting
- Other services designed to substitute for, or reduce the need for admission to, acute or long-stay care
- Support at home
- Personal Budgets, direct payments and brokerage
- Day Opportunities and transport
- Equipment and assistive technology
- Dementia support
- Support to people following a stroke
- Support to people with a sensory impairment
- Locality teams
- Hospital teams
- Sensory impairment

Oxfordshire Clinical Commissioning Group will be the Lead Commissioner for the following services:

- Community Rehabilitation
- Falls Service
- Aphasia (communication service)
- Community Hospitals
- Community and District Nursing
- Hospital at Home
- Care Homes Support Service
- Podiatry
- Home Oxygen Assessment Service
- Emergency Multidisciplinary Units

- Single Point of Access for Rehabilitation and Care (SPARC)
- Healthier at Home (Interface Medicine)
- Acute inpatient beds for older adults
- Support for older people with mental health needs in hospitals and their community including day services
- End of life care
- Support for people following a stroke
- Night services
- Supported Hospital Discharge Service
- Heart failure
- Respiratory Pulmonary rehabilitation
- Palliative Care (Hospices & Bereavement services and community matrons)
- Non-Emergency Patient Transport

Many of the services commissioned from this pool are for all adult age clients, including prevention and early support, information and advice, reablement, equipment and assistive technology. Support for carers is commissioned from this pool for adults of all ages and children and young people.

B LEARNING DISABILITY POOLED FUND

This Schedule describes the Services to be provided to people eligible for support from the fund (as defined above).

- All those community-based assessment and health and social care services that aim to meet the needs of people with a learning disability
- Those physical and mental health services based in hospital that are designed to help people living with a learning disability return to the community with the maximum level of independence
- Personal budgets in social care and health
- Housing and housing support services for people with a learning disability
- Employment services
- Other services as may be necessary to meet eligible needs

These services and the outcomes they should meet are described in more detail in *The Big Plan; A Joint Commissioning Strategy for Adults with Learning Disabilities 2015-18* produced by Oxfordshire County Council and Oxfordshire Clinical Commissioning Group.

C MENTAL HEALTH POOLED FUND

This Schedule describes the Services to be provided to people eligible for support from the fund (as defined above).

- All those community-based assessment and health and social care services that aim to meet the needs of people with mental health problems
- Those physical and mental health services based in hospital that are designed to help people living with a mental health problem return to the community with the maximum level of independence
- Personal budgets in social care and health
- Housing and housing support services for people with mental health problems

- Employment services
- Other services as may be necessary to meet eligible needs

Diagnostic and other services for people living with autism

These services and the outcomes they should meet are described in more detail in the commissioning strategy *Better Mental Health in Oxfordshire 2012-2015* produced by Oxfordshire County Council and Oxfordshire Clinical Commissioning Group.

D PHYSICAL DISABILITY POOLED FUND

This Schedule describes the Services to be provided to people eligible for support from the fund (as defined above).

- All those community-based assessment and health and social care services that aim to meet the needs of people with physical disability
- Those physical and mental health services based in hospital that are designed to help people living with a physical disability return to the community with the maximum level of independence
- Personal budgets in social care and health
- Housing and housing support services for people with physical disability
- Employment services
- Rehabilitation services for people living with Acquired Brain Injury
- Other services as may be necessary to meet eligible needs

These services and the outcomes they should meet are described in more detail in *A Joint Physical Disability Commissioning Strategy for Oxfordshire 2012-15* produced by Oxfordshire County Council and Oxfordshire Clinical Commissioning Group.

Schedule 3

Financial Resources

Purchase Contracts

The details of the Service will be specified in Service Contracts entered into by Oxfordshire County Council or where relevant Oxfordshire Clinical Commissioning Group. These will include contracts to purchase 100% NHS health care.

A OLDER PEOPLE POOLED FUND

1 Older People's Pooled Budget Contributions 2016-17

Older People	Oxfordshire County Council	Oxfordshire Clinical Commissioning Group	Total
	£	£	£
Older People	65,797,711	119,103,000	184,900,711
Equipment	1,124,851	1,075,000	2,199,851
Total	66,922,562	120,178,000	187,100,562

The risk share is calculated at gross expenditure rather than the net contribution shown in the table above. The Council's income target for Contribution Income ("Income Target") is therefore added to the net contribution to arrive at the Gross contribution for Risk Share purposes.

In addition the risk share is adjusted such that the County Council manages the risk of the Care Act funding and Oxfordshire Clinical Commissioning Group manage the risk for the Better Care Fund. The risk share is therefore as per the table below:

2 Older People's Pooled Budget Risk Share 2016-17

Risk Share	OCC	OCCG
	£	£
Contribution to OP pool excluding BCF	66,922,562	86,281,000
Add back income	20,196,547	
Risk Shared Contributions	87,119,109	86,281,000
% risk share (incl equipment)	50.24 %	49.76%

3 Timing of Payments

Oxfordshire County Council and Oxfordshire Clinical Commissioning Group will make monthly payments to the pooled fund and to each other for services commissioned on their behalf, subject to receipt of an invoice, unless agreed otherwise. Contributions from Oxfordshire Clinical Commissioning Group to the County Council will be paid monthly, one month in advance at the request of the Clinical Commissioning Group for all Pools.

B LEARNING DISABILITY POOLED FUND

1 Learning Disability Pooled Budget Contributions 2016/17

Learning Disability	Oxfordshire County Council	Oxfordshire Clinical Commissioning Group	Total
	£	£	£
Learning Disability	70,616,006	13,318,000	83,934,006
Total	70,616,006	13,318,000	83,934,006

The risk share is calculated at Gross expenditure rather than the net contribution shown in the table above. The Council's income target for Contribution Income ("Income Target") is therefore added to the net contribution to arrive at the Gross contribution for Risk Share purposes. The risk share is therefore as per the table below:

2 Learning Disability Pooled Budget Risk Share 2016-17

Risk Share	OCC	OCCG
	£	£
Contribution to LD pool	70,616,006	13,318,000
Add back income	5,427,396	
Risk Shared Contributions	76,043,402	13,318,000
% risk share	85.10%	14.90%

3 Timing of Payments

Oxfordshire County Council and Oxfordshire Clinical Commissioning Group will make monthly payments to the pooled fund and to each other for services commissioned on their behalf, subject to receipt of an invoice, unless agreed otherwise. Contributions from Oxfordshire Clinical Commissioning Group to the County council will be paid monthly, one month in advance at the request of the Clinical Commissioning Group for all Pools.

C MENTAL HEALTH POOLED FUND

1 Mental Health Pooled Budget Contributions 2016/17

Mental Health	Oxfordshire County Council	Oxfordshire Clinical Commissioning Group	Total
	£	£	£
Mental Health	9,081,891	44,847,000	53,928,891
Total	9,081,891	44,847,000	53,928,891

The risk share is calculated at Gross expenditure rather than the net contribution shown in the table above. The Council's income target for Contribution Income ("Income Target") is therefore added to the net contribution to arrive at the Gross contribution for Risk Share purposes. Pending the agreement of the Outcomes

Based Contract, the risk share remains as per 2015-16. This means that the risk on the County Council Social Care support packages is borne by OCC only.

2 Mental Health Pooled Budget Risk Share 2016-17

Risk Share	OCC	OCCG
	£	£
Contribution to MH pool	9,081,891	44,847,000
Add back income	53,230	
Risk Shared Contributions	9,135,121	44,847,000
% risk share	16.92%	83.08%

3 Timing of Payments

Oxfordshire County Council and Oxfordshire Clinical Commissioning Group will make monthly payments to the pooled fund and to each other for services commissioned on their behalf, subject to receipt of an invoice, unless agreed otherwise.

D PHYSICAL DISABILITY POOLED FUND

1 Physical Disability Pooled Budget Contributions 2016/17

Physical Disability	Oxfordshire County Council	Oxfordshire Clinical Commissioning Group	Total
	£	£	£
Physical Disability	11,925,465	7,866,000	19,791,465
Total	11,925,465	7,866,000	19,791,465

Pending the agreement of the Outcomes Based Contract, the risk share remains as per 2015-16. This means that the risk on the County Council Social Care support packages is borne by OCC only. The risk share is therefore as per the table below:

2 Physical Disability Pooled Budget Risk Share 2016-17

Risk Share	OCC	OCCG
	£	£
Contribution to PD pool	11,925,465	7,866,000
Add back income	820,079	
Risk Shared Contributions	12,745,544	7,866,000
% risk share	61.84%	38.16%

3 Timing of Payments

Oxfordshire County Council and Oxfordshire Clinical Commissioning Group will make monthly payments to the pooled fund and to each other for services commissioned on their behalf, subject to receipt of an invoice, unless agreed otherwise. Contributions from Oxfordshire Clinical commissioning Group to the County council will be paid monthly, one month in advance at the request of the Clinical Commissioning Group for all Pools.

Schedule 4

Governance and Single Joint Management Group

1. Deputies and Quorums

- 1.1 The Single Joint Management Group shall comprise members who can vote and make decisions (“Voting Members”) and members who may attend meetings but who have no decision-making power and may not vote (“Non-voting Members”).
- 1.2 Each Voting Member of the Joint Management Group will have a deputy nominated in writing by the relevant Partner who may attend meetings on behalf of that Voting Member. Such deputies will have authorisation from the respective Partners to take any actions that the Voting Member is authorised to take. Such deputies should be appropriately briefed and with sufficient authority to fulfil the same role and be able to make similarly informed decisions on behalf of the organisation they represent as the Voting Member for whom they are deputising. In exceptional circumstances an alternative deputy will be allowed subject to this being confirmed in writing by one of the Voting Members of the Partner for whom the deputy will act to the Pool Manager prior to or at the start of the meeting and being agreed by the other Partner. Such alternative deputies will have authorisation from the respective Partners to take any actions that the Voting Member is authorised to take.
- 1.3 Meetings will only be considered quorate if there are 3 Voting Members/deputies attending from each of the Partners.
- 1.4 Each named representative assigned to a role specified in paragraphs 8.2 and 8.3 and/or the role itself may be changed by the body which is being represented by written notification to the other Partners.

2. Role of Single Joint Management Group for Adults

The role of the Joint Management Group shall be:

Strategy and Governance

- a. deliver the commissioning strategies through the Commissioning Intentions agreed annually by the Partners;
- b. report progress against key outcomes within the Oxfordshire Health and Wellbeing Strategy to the Health and Wellbeing Board;
- c. review the operation of this Agreement and consider its renewal subject to the terms of any existing contractual commitments under the management of the Council or CCG in its role as Lead Commissioner on behalf of the Partners;
- d. review and consult on commissioning strategies and intentions, and revise this agreement as appropriate;
- e. annually and formally agree the annual contribution made by each Partner;
- f. annually and formally agree Commissioning Intentions for the Pooled Fund.

Finance

- g. Receive monthly finance reports from the Pool Manager as set out in this Schedule.
- h. Agree such variations to this Agreement from time to time as it sees fit.
- i. Review and agree annually revisions to this agreement as required.
- j. Agree a scheme of financial management with the Pool Manager.
- k. Set such protocols and guidance as it may consider necessary to enable the Pool Manager to approve expenditure from the Pooled Funds.
- l. Agree urgent decisions which will cause expenditure to exceed budget, including to meet statutory duties, outside of meetings where necessary with decisions on virement of budget or remedial action then to be taken at the next Joint Management Group meeting.
- m. Agree a budget for urgent care related services to be held by the pooled budget manager, which will also be used for meeting winter pressures.

Performance

- n. Receive monthly performance reports from the Pool Manager.
- o. Consider progress on key objectives as outlined in this agreement and consult further where necessary.
- p. Approve the monthly, quarterly and annual reports on outcomes as appropriate from the Pool Manager to be submitted by the Joint Management Group to the Partners for information.
- q. report on progress to stakeholders through the relevant programme or partnership board.

Risk

- r. monitor the appropriate reports quarterly to assess any risk that expenditure might exceed the contributions to the Pooled Fund and that where there is such a risk ensure actions are put in place to address the overspend.
- s. review risks quarterly in relation to delivery of objectives, performance of commissioned services, and reputation of the Partners in relation to the Pooled Budget.
- t. review any other risks quarterly relating to the performance of this agreement.
- u. review annually the overspend and underspend provisions of Clause 8 and Schedule 3 of the Agreement.

3. Role of Pool Manager

The Pool Manager shall:

- 3.1 submit monthly finance and performance reports to the Pooled Budget Officers Group;
- 3.2 submit quarterly and annual reports on finance and performance to the Joint Management Group for approval and submission to the Partners;
- 3.3 prepare annual budget and commissioning intentions for approval by the Joint Management Group;

- 3.4 be responsible for the management of the Pooled Fund on a day-to-day basis; and
- 3.5 report to the Joint Management Group immediately any forecast overspend / underspend on Pooled Funds and submit an action plan to bring the budget back into balance or seek guidance from the Joint Management Group on actions to achieve balance.
- 3.6 be responsible for chairing the Pooled Budget Officers' Group meetings, and ensuring there is a clear understanding of risk, performance and finance across health and social care

4. Single Joint Management Group Support

- 4.1 The Joint Management Group will be supported by officers from the Council and the OCCG from time to time and they may be involved in assisting the Joint Management Group in implementation of the aims, objectives and intended outcomes set out at Clause 3 and as specified in Schedule 1 and performance targets as agreed by the Joint Management Group.

5. Meetings

- 5.1 The Joint Management Group will meet quarterly.
- 5.2 Joint Management Group members will receive an agenda and accompanying reports and papers at least 5 working days before each meeting.
- 5.3 However, it is recognised that on occasions and dependent on dates of meetings it may not always be possible to produce financial reports this far in advance, in which case they will be circulated as far in advance of the meeting as possible.
- 5.4 Joint Management Group members will be provided with Finance and Performance Reports on a monthly basis, and these will be circulated to members irrespective of whether a meeting is taking place that month.
- 5.5 Joint Management Group shall provide regular reports on progress to the Council Cabinet and Clinical Commissioning Group Board.

6. Decision Making

- 6.1 All decisions of the Joint Management Group:
 - 6.1.1 shall be made at quorate meetings of the Joint Management Group;
 - 6.1.2 shall be made by those Voting Members present (or their deputies if appointed pursuant to paragraph 1 above); and
 - 6.1.3 shall require their unanimous consent.
- 6.2 Where there is disagreement between the Partners regarding an element of the Services the Lead Commissioner for such element shall have discretion to take

such action or inaction as it decides in accordance with its obligations under this Agreement.

- 6.3 All decisions shall be recorded in writing. Minutes of the meetings to include all decisions made shall be kept and copied to the Joint Management Group members by the Pool Manager within 14 days of every meeting.
- 6.4 The views of those in attendance will be taken into account for all of the work of the Joint Management Group including decision making. These views will be recorded in the minutes of the meeting. This will include agreement or disagreement to the decisions made by Voting Members.

7. Confidentiality

- 7.1 From time to time the Joint Management Group will be discussing both financially and commercially sensitive information and personal client and carer information. It is important that all members of the Joint Management Group and all other attendees are clear that they must treat the information as confidential and that they must discuss and use such information outside the Joint Management Group only where it is appropriate to do so in order for them to fulfil their obligations.

8. Membership

8.1 Chairman

The meetings will be chaired by the Cabinet Member for Adult Social Care.

8.2 Voting Members

The membership of the Single Joint Management Group with voting rights will be as follows:

Oxfordshire County Council:

Cabinet Member for Adult Social Care
Director of Adult Social Services
Chief Finance Officer

Oxfordshire Clinical Commissioning Group:

Deputy Clinical Chair
Director of Delivery and Localities
Chief Finance Officer

8.3 In Attendance: (Non-Voting Members)

The non-voting members will be as follows:

Oxfordshire County Council:

Deputy Director for Joint Commissioning
Deputy Director for Adult Social Care
Adult Social Care Finance Business Partner
The Strategic Commissioner for Adults, as the pool manager

Oxfordshire Clinical Commissioning Group:

Programme Manager Mental Health and Joint Commissioning

Assistant Chief Finance Officer

Clinical Lead for Learning Disabilities

Clinical Lead for Physical Disability

8.4 Other representatives

Following representatives may be invited to meetings where Single JMG considers appropriate

Oxfordshire Association of Care Providers – Chief Executive

Oxford Health NHS Foundation Trust - Chief Operating Officer

Oxford University Hospitals NHS Trust - Director of Clinical Services

District Council Representative

Healthwatch Oxfordshire representative

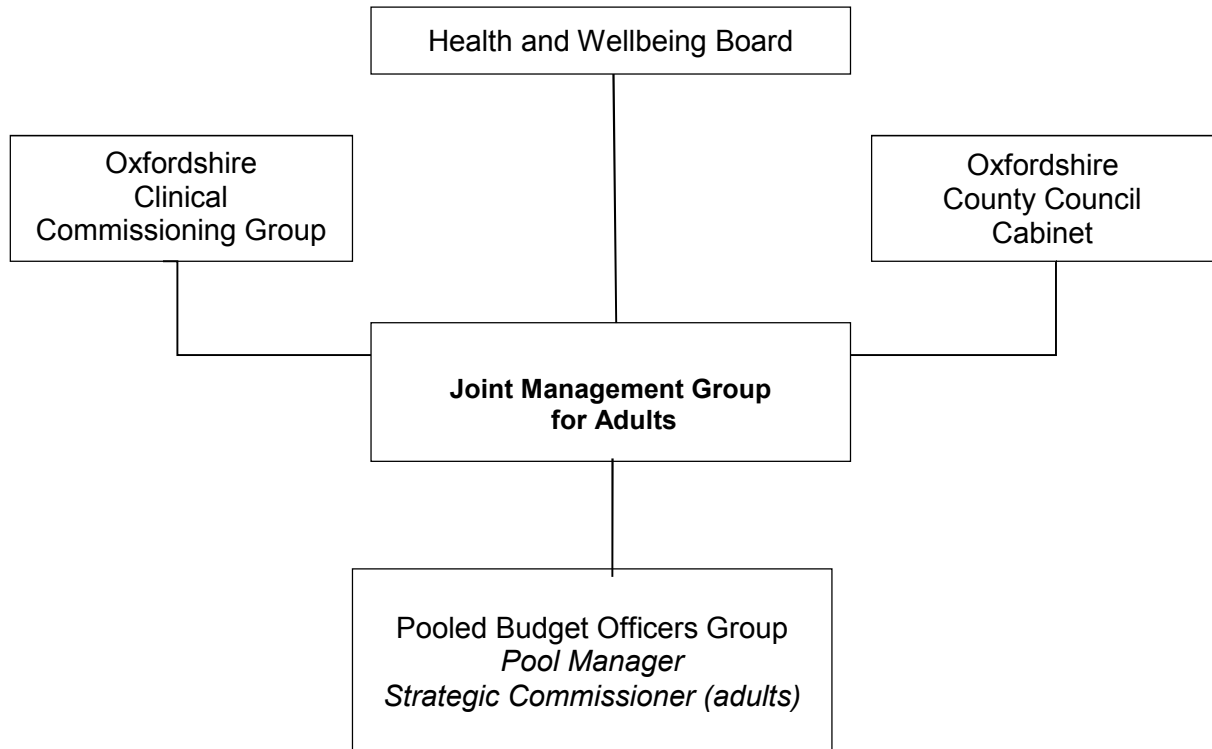
8.5 Service user and carer representatives

Oxfordshire County Council and Oxfordshire Clinical Commissioning group are committed to work with people with care and support needs, carers, family members, user groups and other support organisations as well as the public to find shared and agreed solutions.

We will develop and maintain appropriate mechanisms to engage with people to design, implement and monitor commissioning strategies and services included in this agreement.

9 Single Joint Management Group's Relationship to Other Bodies

Governance framework diagram



CABINET – 24 MAY 2016

STAFFING REPORT – QUARTER 4 2015/16

Report by Chief HR Officer

Introduction

1. This report provides an update on staffing numbers and related activity for the period 1 January 2016 to 31 March 2016. Progress will be tracked throughout the year on the movement of staffing numbers from those reported at 31 March 2015 as we continue to deliver our required budget savings. We also continue to track reductions since 1 April 2010 to reflect the impact on staffing numbers as we progress with our Business Strategy.

Current numbers

2. The staffing number (FTE) as at 31 March 2016 was 3513.72 employed in post. These figures exclude the school bloc. We continue to monitor the balance between full time and part time workers to ensure that the best interests of the Council and the taxpayer are served. The numbers as at 31 March 2016 were as follows - Full time 2496 and Part time 1846. This equates to the total of 3513.72 FTE employed in post.
3. The changes in staffing numbers since 31 March 2015 are shown in the table below. A breakdown of movements by directorate for this financial year is provided at Appendix 1.

	FTE Employed
Reported Figures at 31 March 2015 – Non-Schools	3865.68
Changes – actual	-351.96
Reported Figures at 31 March 2016 – Non-Schools	3513.72

Quarter 4 Update

4. We remain committed to redeploying displaced staff wherever possible. This is getting more difficult as staffing numbers reduce across the Council and there were no redeployments this quarter.

CA11

5. An HR approval process is in place to ensure rigorous challenge takes place before any new post is created/existing vacancy is filled by recruitment. In addition, managers are being asked to consider alternatives to recruitment and make the best use of the resources they already have where the work has to continue. A review is currently taking place around the recruitment approval process. The aim is to tighten up the process even more to help deal with future reductions as a result of budget cuts, and to ensure our employees are deployed in the most efficient and cost effective way.
6. We recognise that operational services are critical and cannot be left without any cover. Prudent use of agency staff is therefore deployed to ensure continuity of service. In common with all employers, the council deploys agency staff as cover for instances of maternity leave, illness and short-term gaps in recruitment where a permanent replacement is not due to arrive until sometime after an employee has left.
7. The cost of agency staff this quarter is reported as £3,091,172 which is an increase to the previous quarter. As reported previously this expenditure is now being processed and reported through the Integrated Business Centre with Hampshire. It has become more difficult to analyse the spend to ensure the figure reported is accurate and it has become apparent that there are some items coded incorrectly which is being investigated. A recruitment drive is also underway to recruit social workers which have been notoriously hard to fill posts and would decrease the necessity of engaging agency social workers.
8. We will continue to track progress on staff number movements during the year ahead. The overall reduction in FTE employed since 1 April 2015 is 9.1%. This means that we have seen a reduction of 33.5% in FTE employed since 31 March 2010 (3156 headcount).

Accountability

9. Staffing numbers continue to be monitored rigorously. All new posts are reviewed by the Deputy Directors.

Recommendation

10. The Cabinet is RECOMMENDED to note the report

STEVE MUNN
Chief HR Officer

Contact Officer: Sue James, HR Officer, 01865 815465.

8 April 2016

STAFFING REPORT 31 MARCH 2016

DIRECTORATE	FTE Employed at 31 March 2016	Changes in FTE Employed since 31 March 2015	Cost of Agency Staff * £
CHILDREN, EDUCATION & FAMILIES	1195.34	-23.21	1,001,182
PUBLIC HEALTH	21.96	0.48	0
SOCIAL & COMMUNITY SERVICES	689.65	-41.80	1,092,303
COMMUNITY SAFETY	341.74	-31.13	14,188
ENVIRONMENT & ECONOMY	386.86	-97.81	423,988
OXFORDSHIRE CUSTOMER SERVICES (excluding Cultural Services)	337.05	-210.05	356,163
CORPORATE SERVICES	324.94	60.74	203,348
CULTURAL SERVICES	216.18	-9.18	0
TOTAL	3513.72	-351.96	3,091,172

Please note: Where employees are absent eg on maternity leave or long term sick and have been temporarily replaced, both the absent employee and the temporary employee will have been counted.

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Division(s): N/A

CABINET – 24 MAY 2016

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Topic/Decision

Portfolio/Ref

Cabinet, 28 June 2016

- **Connecting Oxfordshire Update - Local Transport Plan (LTP4) 2015-2031**

To seek approval of the changes proposed to the Connecting Oxfordshire Update – Local Transport Plan 2015 – 2031.

Cabinet, Environment
2015/119
- **Provisional 2015/16 Revenue and Capital Outturn**

To consider the 2015/16 provisional outturn report and agree the treatment of any budget under or overspends.

Cabinet, Finance
2016/002
- **Interim Report of the Income Generation Cabinet Advisory Group**

To note the progress and recommend the CAG continues its current line of work and to request a further report from the CAG in the winter.

Cabinet, Finance
2016/016

Cabinet Member for Environment, 9 June 2016

- **Highways Policy Changes**

To seek approval of the proposals.

Cabinet Member for Environment,
2016/004
- **Review of Asset Policies (Drainage and Structures)**

To seek approval of the proposals.

Cabinet Member for Environment,
2016/005
- **Proposed Amendments to Traffic, Access and Parking Restrictions - Westgate Development, Oxford**

To seek approval of the proposals.

Cabinet Member for Environment,
2016/010
- **Proposed Disabled Parking Bays**

To seek approval of the proposals.

Cabinet Member for Environment,
2016/031
- **Proposed Parking Restrictions - Double Yellow Lines (DYL's) Elms Road, Thame**

To seek approval of the proposals.

Cabinet Member for Environment,
2016/032

- | | |
|---|---|
| <ul style="list-style-type: none">▪ Proposed Parking Restrictions - Double Yellow Lines (DYL's) by Rail Station - B4450 Station Road, Kingham
To seek approval of the proposals.▪ Proposed Traffic and Parking Measures - Access to Headington Scheme
To seek approval of the proposals.▪ School Crossing Patrol Policy
To seek approval of the policy changes. | <p>Cabinet Member
for Environment,
2016/033</p> <p>Cabinet Member
for Environment,
2016/003</p> <p>Cabinet Member
for Environment,
2016/045</p> |
|---|---|