



To: **Members of the Cabinet**

## ***Notice of a Meeting of the Cabinet***

**Tuesday, 21 July 2015 at 2.00 pm**

**Meeting Rooms 1&2, County Hall, Oxford, OX1 1ND**

*Joanna Simons*

Joanna Simons  
Chief Executive

July 2015

**Contact Officer: Sue Whitehead**  
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### **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 &amp; Customer Services</i>
Melinda Tilley	<i>Cabinet Member for Children, Education &amp; Families</i>
Lorraine Lindsay-Gale	<i>Cabinet Member for Cultural &amp; 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 &amp; the Voluntary Sector</i>

*The Agenda is attached. Decisions taken at the meeting will become effective at the end of the working day on 29 July 2015 unless called in by that date for review by the appropriate Scrutiny Committee. A link to copies of this Notice, Agenda and supporting papers are circulated to all Members of the County Council.*

*Date of next meeting: 15 September 2015*

## 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](mailto: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 23 June 2015 (**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. Treasury Management 2014/15 Outturn (Pages 1 - 20)

*Cabinet Member:* Finance

*Forward Plan Ref:* 2015/014

*Contact:* Lewis Gosling, Financial Manager (Trainee) – Treasury Management Tel: (01865) 323988

Report by Chief Finance Officer (**CA6**).

The report sets out the Treasury Management activity undertaken in the financial year

2014/15 in compliance with the CIPFA Code of Practice. The report includes Debt and Investment activity, Prudential Indicator Outturn, Investment Strategy, and interest receivable and payable for the financial year.

***The Cabinet is RECOMMENDED to note the report, and to RECOMMEND Council to note the Council's Treasury Management Activity in 2014/15.***

**7. 2015/16 Financial Monitoring & Business Strategy Delivery Report - May 2015 (Pages 21 - 80)**

*Cabinet Member:* Finance

*Forward Plan Ref:* 2015/013

*Contact:* Kathy Wilcox, Chief Accountant Tel: (01865) 323981

Report by Chief Finance Officer (**CA7**).

The report gives the regular update on the delivery of the Directorate Business Strategies that were agreed as part of the Service and Resource Planning Process for 2015/16 – 2017/18. Parts 1 and 2 include projections for revenue, reserves and balances as at the end of May 2015. Capital Programme monitoring and update is included at Part 3 and Part 4 sets out a changes to Fees and Charges.

***The Cabinet is RECOMMENDED to:***

- (a) note the report;***
- (b) approve the virement requests set out in Annex 2a;***
- (c) approve the supplementary estimate request in Annex 2e;***
- (d) note the Treasury Management lending list at Annex 3;***
- (e) approve the updated Capital Programme at Annex 8 and the associated changes to the programme in Annex 7c;***
- (f) approve the fees and charges as set out in Part 4 and Annex 7a and Annex 7b;***
- (g) approve the updated capital programme in Annex 9 (changes to the Capital Programme set out in Annex 8c);***
- (h) approve the inclusion of a £14.54m budget for the Local Highways Maintenance Challenge Fund programme over three years 2015/16 to 2017/18;***
- (i) approve the Harwell Oxford Entrance City Deal project to proceed to detailed design and procurement with a total budget of £2m; and***
- (j) approve the Hagbourne Hill City Deal project to contractually commit to letting the contract, with a total budget of £6.015m.***

**8. Connecting Oxfordshire: Local Transport Plan 2015-2031 (Pages 81 - 212)**

*Cabinet Member:* Environment

*Forward Plan Ref:* 2015/006

*Contact:* John Disley, Strategic Manager – Policy & Strategy Tel: (01865) 810460

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

Connecting Oxfordshire, Oxfordshire's new Local Transport Plan (LTP4) has been developed over the past 18 months, in response to the rapidly changing national and local growth, economic development, infrastructure planning and funding agendas. LTP4 is a comprehensive policy and strategy framework to maximise opportunities for Oxfordshire. Development of the Plan has followed on from the Connecting Oxfordshire roadshows held across the County last summer and has been informed by the feedback received from those events. It has been further developed in close partnership with internal and external Stakeholders, including the Local Enterprise Partnership, District Councils and Members.

A full public and Stakeholder consultation on the draft Plan, published in January, was undertaken over Spring 2015, and generated over 500 responses. The purpose of this report is to set out the issues raised through the consultation, including the main themes or points which were made, and identify the changes which are proposed to be made to the Plan arising from this and internal and external developments which have taken place since the draft Plan was published. The report also sets out work undertaken on the Strategic Environmental Assessment and Equalities Impact Assessment of the Plan.

The Plan has been designed as a living document, to be regularly updated as significant changes take place which affect transport in Oxfordshire. It will also directly inform the update of the Oxfordshire Strategic Economic Plan proposed for this autumn.

***Cabinet is RECOMMENDED to approve Connecting Oxfordshire and to RECOMMEND it for adoption by Full Council at its meeting in September 2015.***

## **9. A40 - Science Transit Public Transport Scheme and Long-Term Strategy (Pages 213 - 232)**

*Cabinet Member:* Environment

*Forward Plan Ref:* 2015/049

*Contact:* Lisa Michelson, Locality Manager Tel: (01865) 815673

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

The A40 is a single carriageway Primary Route linking the M40, Oxford, Cheltenham and South Wales. It is the main route connecting Witney and Carterton, the two biggest towns in West Oxfordshire with Oxford. Both towns have seen considerable growth over the last 30 years. Consequently, the daily flow of vehicles on the A40 exceeds the road's link capacity creating congestions and increasing journey times.

OCC has taken a 'strategic corridor' approach to developing solutions to the existing (and projected) congestion issues for the A40 with a number of schemes delivering some capacity and efficiencies on the network in the short term and assessment of the scale and approach for a full 'access solution' to the A40 corridor.

The report gives an overview of this on-going and planned multi-million investment. In order to extent the number of short-term measures delivering capacity on the A40, Cabinet's approval to add the A40 Science Transit Public Transport Scheme to the capital programme is required. Furthermore, Cabinet is asked to approve the proposal to consult with the public on the long-term options for a full access solution to the A40

corridor.

***The Cabinet is RECOMMENDED to***

- (a) approve the inclusion of the A40 Science Transit Public Transport Scheme to the capital programme;***
- (b) note the context of a wider delivery programme of schemes currently underway which will improve congestion along the A40 corridor; and***
- (c) agree that the proposal to schedule a public consultation as part of 'Connecting Oxfordshire' on the options for a long term strategy approach for further A40 access improvements be undertaken in Autumn 2015.***

## **10. Household Waste Recycling Centre Strategy (Pages 233 - 238)**

*Cabinet Member:* Deputy Leader

*Forward Plan Ref:* 2015/064

*Contact:* Vicky Fletcher, Environment and Resource Efficiency Manager Tel: 07500121866

Report by Director for Environment & Economy (**CA10**).

In February 2014 budget savings of £350,000 to be met by 2017/18 were agreed from the Household Waste Recycling Centre budget. This paper sets out the need for a strategy, the overriding principles on which it will be based and the timetable for agreement

A HWRC strategy is needed to:

- Ensure we have a sustainable network with sites appropriately located to serve the population
- Ensure sites are equipped to maximise recycling rates and manage the changing nature of waste accepted on site.
- Enable Oxfordshire County Council to seek contributions from developers to expand sites where new development will increase users
- Identify how the financial pressures are to be met

In order to allow adequate time to implement a strategy, yet still meet the savings requirements in the medium term financial plan (MTFP), it is proposed that funding from the withdrawal of Green Waste Credits is used both to fill the MTFP gap and provide investment funding to enable the implementation of the longer term strategy.

***The Cabinet is RECOMMENDED to***

- (a) approve a public consultation on a HWRC strategy based on the principals in paragraphs 9 and 10; and***
- (b) approve the withdrawal of the non-statutory Green Waste Credit payment from 1 April 2016.***

## 11. National Citizen's Service - Contract for 2015-18 (Pages 239 - 242)

*Cabinet Member: Children, Education & Families*

*Forward Plan Ref: 2015/039*

*Contact: Ruth Ashwell, Youth, Engagement & Opportunities Service Manager Tel: (01865) 810649*

Report by Director for Children's Services (**CA11**).

The National Citizen Service (NCS) programme is a Central Government initiative managed through the NCS Trust. Prime contractors have been awarded contracts for 2015 - 18. The South East contract awarded to The Challenge Network. Oxfordshire County Council has been awarded the local contract to deliver NCS within Oxfordshire following successful delivery since 2011.

A decision is required to enable the County Council to accept the delivery contract for 2015 – 2018.

***Cabinet is RECOMMENDED to agree the contract for delivery of NCS by Oxfordshire County Council for the period 2015-18***

## 12. Public Health Annual Report (Pages 243 - 314)

*Cabinet Member: Public Health & Voluntary Sector*

*Forward Plan Ref: 2015/019*

*Contact: Alan Rouse, Business & Planning Manager Tel: (01865) 328603*

Report by Director of Public Health (**CA12**).

The annual report summarises key issues associated with the Public Health of the County. It includes details of progress over the past year as well as information on future work.

It is an independent report for all organisations and individuals.

The report covers the following areas:

Chapter 1: The Demographic Challenge

Chapter 2: Health, Houses and Roads

Chapter 3: Breaking the Cycle of Disadvantage

Chapter 4: Mental Health

Chapter 5: Lifestyle and Health: We are what we eat, drink, smoke and do

Chapter 6: Fighting Killer Diseases

The report has also been considered at the Oxfordshire Health Overview & Scrutiny Committee meeting on 2 July and by the time of cabinet at the Oxfordshire Health & Wellbeing Board on 16 July 2015.

***Cabinet is RECOMMENDED to RECOMMEND Council to receive the report and note its recommendations.***

### 13. **Compulsory Purchase Powers for Acquisition of Land Required for the Delivery of Schemes - Harwell Oxford Entrance (Pages 315 - 322)**

*Cabinet Member:* Environment

*Forward Plan Ref:* 2015/053

*Contact:* Paul Fermer, Service Manager – Major Infrastructure Delivery Tel: (01865) 815764

Report by Director for Environment & Economy (**CA13**).

The Council's Major Infrastructure Delivery Commercial Team is managing the delivery of a number of major highway improvement schemes. Some of these schemes require additional land to enable delivery of the proposed improvements which will reduce congestion, improve movement, access and safety and encourage use of sustainable transport.

This report details the Harwell Oxford Scheme (with supporting CPO land details) that requires additional land.

The report requests the delegation by Cabinet to the Director of Environment and Economy in consultation with the Executive Cabinet member to exercise Compulsory Purchase powers for the purchase of land for this scheme, in the event that this land required cannot be purchased by negotiation.

***Cabinet is RECOMMENDED to:***

- (a) Approve delegation of the exercising of Compulsory Purchase Order Powers to the Director of Environment and Economy, in consultation with the Cabinet Member for Environment for the purchase of land required for the delivery of the major infrastructure scheme 'Harwell Oxford Entrance' as outlined in this report, in the event that the land cannot be acquired by negotiation so as to keep to the scheme programme; and***
- (b) note that in so far as the whole or any part or parts of land required is not acquired by negotiation, the making of a Compulsory Purchase Order under provisions contained in Part X11 of the Highways Act 1980 for the acquisition of the land, will be progressed. This could include providing the necessary attendance, expert witness provision etc. at a Public Inquiry if required.***

## 14. Cabinet Business Monitoring Report for Quarter 4 (Pages 323 - 340)

*Cabinet Member:* Deputy Leader

*Forward Plan Ref:* 2015/015

*Contact:* Maggie Scott, Head of Policy Tel: (01865) 816081

Report by Head of Policy (**CA14**).

The report provides details of performance for quarter four (2014-15) for the Cabinet to consider. The report is required so that the Cabinet can monitor the performance of the Council in key service areas and be assured that progress is being made to improve areas where performance is below the expected level.

***Cabinet is RECOMMENDED to note and discuss the performance reported in the dashboards.***

## 15. Forward Plan and Future Business (Pages 341 - 342)

*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 **CA15**. 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.***

## 16. Exempt Item

In the event that any Member or Officer wishes to discuss the information set out in the Annex to Item 17, the Cabinet will be invited to resolve to exclude the public for the consideration of that Annex by passing a resolution in relation to that item in the following terms:

***"that the public be excluded during the consideration of the Annexes since it is likely that if they were present during that discussion there would be a disclosure of "exempt" information as described in Part I of Schedule 12A to the Local Government Act, 1972 and specified below the item in the Agenda".***

**NOTE:** The report does not contain exempt information and is available to the public. The exempt information is contained in the confidential annex.

**THE ANNEX TO THE ITEM NAMED HAS NOT BEEN MADE PUBLIC AND SHOULD BE REGARDED AS 'CONFIDENTIAL' BY MEMBERS AND OFFICERS ENTITLED TO RECEIVE THEM.**

**THIS IS FOR REASONS OF COMMERCIAL SENSITIVITY.**

**THIS ALSO MEANS THAT THE CONTENTS SHOULD NOT BE DISCUSSED WITH OTHERS AND NO COPIES SHOULD BE MADE.**

**17. Longford Park New Primary School, Banbury (Pages 343 - 348)**

*Cabinet Member:* Environment

*Forward Plan Ref:* 2015/048

*Contact:* Philippa Patterson, Major Capital Projects Programme Manager Tel: 07891 566051

Report by Director for Environment & Economy (**CA17**).

*The information contained in the annex is exempt in that it falls within the following prescribed category:*

*3. Information relating to the financial or business affairs of any particular person (including the authority holding that information)*

*and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, in that where a tender or bidding process is in progress disclosure would distort the proper process of open competition and would prejudice the position of the authority in the process of the transaction and the Council's standing generally in relation to such transactions in future, to the detriment of the Council's ability properly to discharge its fiduciary and other duties as a public authority*

The Longford Park housing development of 1,070 homes is now being built in Banbury, and to serve this development a new 1.5 FE primary school, (Admission number 45) is required. In order to ensure that the council has a sufficient supply of school places the new school is required to be complete and ready for use for September 2016.

The report is being submitted for consideration now by the Cabinet in anticipation of an expeditious Final Business Case review and subsequent governance approvals in the third financial quarter 2015, to facilitate mobilisation phases on receipt of the Land transfer agreement expected in July 2015.

***The Cabinet is RECOMMENDED to:***

- (a) endorse the progress to date; and***
- (b) delegate to the Chief Finance Officer and Director for Environment & Economy in consultation with the Leader the authority to approve the Stage 2 Full Business Case and the award of the construction contract.***

Division(s): NA

**Cabinet – 21 JULY 2015**

## **TREASURY MANAGEMENT OUTTURN 2014/15**

### **Report by Chief Finance Officer**

#### **Introduction**

1. The Chartered Institute of Public Finance and Accountancy's (CIPFA's) 'Code of Practice on Treasury Management (Revised) 2009' requires that the Council (via Cabinet) and Audit & Governance Committee receives an updated report on Treasury Management activities at least twice per year. This report is the second report for the financial year 2014/15 and sets out the position as at 31 March 2015.
2. Treasury management is defined as: "The management of the local authority's investments and cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks."

3. The following annexes are attached

Annex 1	Debt Financing 2014/15
Annex 2	Public Works Loan Board (PWLB) Maturing Debt
Annex 3	Lending List Changes
Annex 4	Investment portfolio 31/03/2015
Annex 5	Prudential Indicators Outturn
Annex 6	Benchmarking

#### **Strategy 2014/15**

4. The Treasury Management Strategy for 2014/15 was based on an average base rate forecast of 0.50%. The budget for interest receivable assumed that an average interest rate of 0.80% would be achieved, 0.30% above base rate.
5. The Strategy for Long Term Borrowing was to continue to have the option to fund new or replacement borrowing up to the value of 25% of the portfolio through internal borrowing to reduce the Council's exposure to credit risk and reduce the cost of carry (difference between borrowing costs and investment returns) whilst debt rates remained higher than investment interest rates.
6. The Strategy included the Treasury Management Strategy Team (TMST) keeping external fund investments under review, with decisions to advance or withdraw funds to external fund managers delegated to the TMST.

## Market Background – Provided by Arlingclose

7. **Growth and Inflation:** The robust pace of GDP growth of 3% in 2014 was underpinned by a buoyant services sector, supplemented by positive contributions from the production and construction sectors. Resurgent house prices, improved consumer confidence and healthy retail sales added to the positive outlook for the UK economy given the important role of the consumer in economic activity.
8. Annual CPI inflation fell to zero for the year to March 2015, down from 1.6% a year earlier. The key driver was the fall in the oil price (which fell to \$44.35 a barrel, a level not seen since March 2009) and a steep drop in wholesale energy prices with extra downward momentum coming from supermarket competition resulting in lower food prices. Bank of England Governor Mark Carney wrote an open letter to the Chancellor in February, explaining that the Bank expected CPI to temporarily turn negative but rebound around the end of 2015 as the lower prices dropped out of the annual rate calculation.
9. **Labour Market:** The UK labour market continued to improve and at the time of writing remains resilient across a broad base of measures including real rates of wage growth. March 2015 showed a headline employment rate of 73.5%, while the rate of unemployment fell to 5.5% from 6.8% a year earlier. Comparing the three months to February 2015 with a year earlier, employee pay increased by 1.9% including bonuses and by 2.2% excluding bonuses.
10. **UK Monetary Policy:** The Bank of England's MPC maintained interest rates at 0.5% and asset purchases (QE) at £375bn. Its members held a wide range of views on the response to zero CPI inflation, but just as the MPC was prepared to look past the temporary spikes in inflation to nearly 5% a few years ago, they felt it appropriate not to be panicked into response to the current low rate of inflation. The minutes of the MPC meetings reiterated the Committee's stance that the economic headwinds for the UK economy and the legacy of the financial crisis meant that increases in the Bank Rate would be gradual and limited, and below average historical levels.
11. Political uncertainty had a large bearing on market confidence this year. The possibility of Scottish independence was of concern to the financial markets, however this dissipated following the outcome of September's referendum. The risk of upheaval (the pledge to devolve extensive new powers to the Scottish parliament; English MPs in turn demanding separate laws for England) lingers on. The highly politicised March Budget heralded the start of the general election campaign and markets braced for what was, at the time, predicted to be another hung parliament.
12. On the continent, the European Central Bank lowered its official benchmark interest rate from 0.15% to 0.05% in September and the rate paid on commercial bank balances held with it was from -0.10% to -0.20%. The much-anticipated quantitative easing, which will expand the ECB's balance sheet by €1.1 trillion was finally announced by the central bank at its January meeting in an effort to steer the euro area away from deflation and invigorate its waning economies. The size was at the high end of market expectations and it will involve buying €60bn of sovereign bonds, asset-backed securities and covered bonds a month commencing March 2015 through to September 2016. The possibility of a Greek exit from the Eurozone refused to subside given the clear frustrations that remained between its new government and its creditors.

13. The US economy rebounded strongly in 2014, employment growth was robust and there were early signs of wage pressures building, albeit from a low level. The Federal Reserve made no change to US policy rates. The central bank however continued with ‘tapering’, i.e. a reduction in asset purchases by \$10 billion per month, and ended them altogether in October 2014. With the US economy resilient enough the weather the weakness of key trading partners and a strong US dollar, in March 2015 the Fed removed the word “patient” from its statement accompanying its rates decisions, effectively leaving the door open for a rise in rates later in the year.
14. **Market reaction:** From July, gilt yields were driven lower by a combination of factors: geo-political risks emanating from the Middle East and Ukraine, the slide towards deflation within the Eurozone and the big slide in the price of oil and its transmission though into lower prices globally. 5-, 10- and 20-year gilt yields fell to their lows in January (0.88%, 1.33% and 1.86% respectively) before ending the year higher at 1.19%, 1.57% and 2.14% respectively.

## Treasury Management Activity

### Debt Financing

15. The Council’s debt financing position for 2014/15 is shown in Annex 1.
16. The option to fund new or replacement borrowing requirements from internal balances, up to the value of 25% of the investment portfolio was retained in the 2014/15 annual treasury management strategy. This was intended to reduce the cost of carry of borrowing which is the difference between borrowing rates and investment returns.
17. No new borrowing was arranged during 2014/15 with either the Public Works Loan Board (PWLB) or through the money markets.
18. At 31 March 2015, the authority had 66 PWLB loans totalling £349.38m and 10 LOBO<sup>1</sup> loans totalling £50m. The average rate of interest paid on PWLB debt was 4.63% and the average cost of LOBO debt in 2014/15 was 3.94%. The combined weighted average for interest paid on long-term debt was 4.54%.
19. The Council continues to qualify for the Certainty Rate on PWLB loans, offering a 0.20% discount on the Standard Rate (currently gilts plus 1.00%). Qualification is based on provision of additional information on long-term borrowing and associated capital spending plans.
20. In January 2015 the Department of Communities and Local Government (CLG) confirmed that HM Treasury (HMT) would be taking the necessary steps to abolish the Public Works Loans Board. HMT has confirmed however that its lending function will continue unaffected and local authorities will retain access to borrowing rates which offer good value for money. The authority intends to use the PWLB’s replacement as a potential source of borrowing if required.

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<sup>1</sup> LOBO (Lender’s Option/Borrower’s Option) Loans are long-term loans which include a re-pricing option for the bank at predetermined intervals.

## **Maturing Debt**

21. The Council repaid £2m of maturing PWLB loans during the year. The weighted average interest rate payable on the matured loans was 2.35%. The details are set out in Annex 2.

## **Debt Restructuring**

22. No long term debt was restructured during 2014/15.

## **Investment Strategy**

23. Security and liquidity of cash was prioritised above the requirement to maximise returns. The Council adopted a cautious approach to lending to financial institutions, and continuously monitored credit quality information regarding the institutions on the Council's approved Lending List.
24. During 2014/15 the Council limited the exposure to banks by lending to local authorities. At 31 March 2015 the Council had £47m of long term fixed deposits (deposits over 364 days), all of which were placed with local authorities or police authorities. The aim was to maintain a high level of security and manage exposure to interest rate and counterparty risk.
25. The weighted average maturity of all deposits at 31 March 2015, including money deposited in short-term notice accounts, was 165 days (compared with 296 days during 2013/14). This comprised £221m fixed deposits with a weighted average maturity of 184 days and £30.8m invested in money market funds with same day liquidity. The reduction in weighted average maturity was due to significant reductions to maximum duration limits with banks and building societies, as well as in-year forecasts signalling a move towards a rising interest rate environment, making long term lending less attractive.
26. The Council used fixed and structured deposits, as well as call accounts, money market funds and pooled funds to deposit its in-house temporary cash surpluses during 2014/15.

## **The Council's Lending List**

27. The Council's in-house cash balances are deposited with institutions that meet the Council's approved credit rating criteria. The approved Lending List is regularly updated during the year to reflect changes in bank and building society credit ratings. Changes are reported to the Cabinet on a bimonthly basis. The approved lending list may also be further restricted by officers, in response to changing conditions and perceived risk. Annex 3 shows the amendments incorporated into the Lending List during 2014/15, in accordance with the approved credit rating criteria and additional temporary restrictions.

## Investment Outturn

28. The average daily balance of temporary surplus cash invested in-house was £341m in 2014/15. The Council achieved an average in-house return for the year of 0.77%, producing gross interest receivable of £2.636m. Temporary surplus cash balances include: developer contributions; council reserves and balances; trust fund balances; and various other funds to which the Council pays interest at each financial year end, based on the average three month London Interbank Bid (LIBID) rate.
29. Gross distributions from pooled funds totalling £0.235m were also realised in year, bringing total investment income to £2.871m.
30. Pooled fund investments saw an increase in value of £1.229m to £67.630m for the financial year. This has been recognised via an increase to the Council's available for sale reserve. Gains cannot be realised as investment income until the point at which fund units are sold.
31. During 2014/15 the average three month LIBID rate was 0.43%. The Council's average in-house return of 0.77% exceeded this benchmark by 0.34%. The average in-house return was 0.03% lower than the budgeted rate of interest of 0.80%. This was in part a result of significant reductions to bank and building society duration limits made in October 2014. This subsequently reduced the Council's capacity to pick up yield in durations between 6 and 12 months. Additionally, original forecasts included an increase in base rate towards the end of the financial year, which did not materialise.
32. The Council operates a number of instant access call accounts and money market funds to deposit short-term cash surpluses. During 2014/15 the average balance held on instant access was £34.8m.
33. At 31 March 2015, the Council's investment portfolio of £366.41m comprised £268m of fixed term deposits, £30.78m at short term notice in money market funds and £67.63m in pooled funds with a variable net asset value (VNAV). Annex 4 provides an analysis of the investment portfolio at 31 March 2015.
34. The council's Treasury Management Strategy Team regularly monitors the risk profile of the Council's investment portfolio. An analysis of the credit and maturity position of the portfolio at 31 March 2015 is shown in Annex 4.

## External Fund Managers

35. Having reviewed further investment options in consultation with the Council's treasury advisors Arlingclose Ltd, the Treasury Management Strategy Team approved decisions to invest £10m in the CCLA Local Authorities Property Fund and £5m in the Royal London Cash Plus Fund in October 2014 and December 2014 respectively.
36. The CCLA Local Authorities Property Fund is invested in commercial and industrial properties in the United Kingdom. It aims to provide, over the long term, a satisfactory total capital and income return on the units of the fund. The fund aims to maintain a suitable spread between different types of property and geographical location.

37. The Royal London Cash Plus Fund invests in cash, deposits, covered bonds and short-dated government securities. The performance of the funds will be monitored by the Treasury Management Strategy Team.

### **Prudential Indicators for Treasury Management**

38. During the financial year the Council operated within the treasury limits and Prudential Indicators set out in the Council's Treasury Management Strategy Report. The outturn for the Prudential Indicators is shown in Annex 5.

### **External Performance Indicators and Statistics**

39. The County Council is a member of the CIPFA Treasury and Debt Management Benchmarking Club and completed returns for the financial year 2014/15. The results of this exercise are not yet available.
40. Arlingclose has also benchmarked Oxfordshire County Council's investment performance against its other clients. For 2014/15 the Council has achieved a yield on its deposits above the average for all Arlingclose clients, whilst simultaneously maintaining low credit risk. This is partly attributable to a higher than average allocation of deposits to local authorities, a significant proportion of which had durations of over a year when traded, thus providing favourable rates of interest. The investment performance benchmarking is shown on Annex 6.

### **Financial and Legal Implications**

41. The combined activities of debt and investment management contribute to the strategic measures element of the Council's budget. The outturn for Interest Payable in 2014/15 was £18.227m, exceeding the budget of £18.181m in the Medium Term Financial Plan by £0.046m.
42. The 2014/15 budget for interest receivable was £2.404m, compared with the outturn of £2.871m (including pooled fund distributions), giving a net overachievement of £0.467m. The overachievement in interest received was due to higher than forecast average cash balances, due in part to changes in the capital programme, as well as the introduction of two pooled funds paying cash distributions, which performed solidly. In addition the 2014/15 accounts recognise an increase in the value of available for sale assets<sup>2</sup> of £1.229m.

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<sup>2</sup> Available for sale assets comprise variable net asset value pooled funds, comprised of short dated bond funds, strategic bond funds and property funds.

## RECOMMENDATION

43. The Cabinet is **RECOMMENDED** to note the report, and to **RECOMMEND** Council to note the Council's Treasury Management Activity in 2014/15.

LORNA BAXTER  
Chief Finance Officer

**Contact officer: Lewis Gosling,**  
**Telephone Number: 01865 323988**

<b>Annexes:</b>	Annex 1	Debt Financing 2014/15
	Annex 2	Public Works Loan Board (PWLB) Maturing Debt
	Annex 3	Lending List Changes
	Annex 4	Investment portfolio 31/03/2015
	Annex 5	Prudential Indicators Outturn
	Annex 6	Benchmarking

**June 2015**

## OXFORDSHIRE COUNTY COUNCIL DEBT FINANCING 2014/15

<u>Debt Profile</u>		£m
1. PWLB	88%	351.38
2. Money Market LOBO loans	12%	<u>50.00</u>
3. Sub-total External Debt		401.38
4. Internal Balances	0 %	<u>-13.53</u>
<b>5. Actual Debt at 31 March 2014</b>	<b>100%</b>	<b>387.85</b>
6. Government Supported Borrowing		0.00
7. Unsupported Borrowing		0.37
8. Borrowing in Advance		0.00
9. Minimum Revenue Provision		<u>-16.15</u>
<b>10. Actual Debt at 31 March 2015</b>		<b>372.07</b>
<u>Maturing Debt</u>		
11. PWLB loans maturing during the year		2.00
12. PWLB loans repaid prematurely in the course of debt restructuring		<u>0.00</u>
<b>13. Total Maturing Debt</b>		<b>2.00</b>
<u>New External Borrowing</u>		
14. PWLB Normal		0.00
15. PWLB loans raised in the course of debt restructuring		0.00
16. Money Market LOBO loans		<u>0.00</u>
<b>17. Total New External Borrowing</b>		<b>0.00</b>
<u>Debt Profile Year End</u>		
18. PWLB	87%	349.38
19. Money Market LOBO loans	13%	<u>50.00</u>
20. Sub-total External Debt		399.38
21. Internal Balances	0 %	<u>-27.31</u>
<b>22. Actual Debt at 31 March 2015</b>	<b>100%</b>	<b>372.07</b>

## Line

- 1 – 5 This is a breakdown of the Council's debt at the beginning of the financial year (1 April 2014). The PWLB is a government agency operating within the Debt Management Office. LOBO (Lender's Option/ Borrower's Option) loans are long-term loans, with a maturity of up to 60 years, which includes a re-pricing option for the bank at predetermined time intervals. Internal balances include provisions, reserves, revenue balances, capital receipts unapplied, and excess of creditors over debtors.
- 6 'Government Supported Borrowing' is the amount that the Council can borrow in any one year to finance the capital programme. This is determined by Central Government, and in theory supported through the Revenue Support Grant (RSG) system.
- 7 'Unsupported Borrowing' reflects Prudential Borrowing taken by the authority whereby the associated borrowing costs are met by savings in the revenue budget.
- 8 'Borrowing in Advance' is the amount the Council borrowed in advance during 2014/15 to fund future capital finance costs.
- 9 The amount of debt to be repaid from revenue. The sum to be repaid annually is laid down in the Local Government and Housing Act 1989, which stipulates that the repayments must equate to at least 4% of the debt outstanding at 1 April each year.
- 10 The Council's total debt by the end of the financial year at 31 March 2015, after taking into account new borrowing, debt repayment and movement in funding by internal balances.
- 11 The Council's normal maturing PWLB debt.
- 12 PWLB debt repaid early during the year.
- 13 Total debt repaid during the year.
- 14 The normal PWLB borrowing undertaken by the Council during 2014/15.
- 15 New PWLB loans to replace debt repaid early.
- 16 The Money Market borrowing undertaken by the Council during 2014/15.
- 17 The total external borrowing undertaken.
- 18-22 The Council's debt profile at the end of the year.

**Long-term debt Maturing 2014/15****Public Works Loan Board: Loans Maturing in 2014/15**

<b>Date</b>	<b>Amount £m</b>	<b>Rate %</b>	<b>Repayment Type</b>
13/07/2014	0.500	2.350	EIP
13/01/2015	0.500	2.350	EIP
31/07/2014	0.500	2.350	EIP
31/01/2015	0.500	2.350	EIP
<b>Total</b>	<b>2.000</b>		

**Repayment Types**

EIP – Equal Instalments of Principal are repaid every 6 months until the final maturity date

### Lending List Changes during 2014/15

#### Lending limits & maturity limits increased from 1 April 2014

	<b>Lending Limit as at 31 March 2015</b>	<b>Maximum Maturity as at 31 March 2015</b>
Santander UK Plc	£15,000,000	100 days

#### Lending limits & maturity limits decreased from 1 April 2014

	<b>Lending Limit as at 31 March 2015</b>	<b>Maximum Maturity as at 31 March 2015</b>
Bank of Montreal	£25,000,000	6 months
Bank of Nova Scotia	£25,000,000	6 months
Canadian Imperial Bank of Commerce	£25,000,000	6 months
Commonwealth Bank of Australia	£25,000,000	6 months
Development Bank of Singapore	£25,000,000	6 months
HSBC Bank plc	£25,000,000	6 months
National Australia Bank	£25,000,000	6 months
Overseas-Chinese Banking Corporation	£25,000,000	6 months
Standard Chartered Bank	£25,000,000	6 months
Svenska Handelsbanken	£25,000,000	6 months
Toronto-Dominion Bank	£25,000,000	6 months
United Oversea Bank	£25,000,000	6 months
Lloyds Bank Plc	£25,000,000	100 days
Barclays Bank Plc	£15,000,000	100 days
National Bank of Canada	£10,000,000	100 days
Nationwide Building Society	£15,000,000	100 days

## Counterparties added from 1 April 2014

	<b>Lending Limit as at 31 March 2015</b>	<b>Maximum Maturity as at 31 March 2015</b>
Coventry Building Society	£15,000,000	100 days
Royal London Asset Management	Determined by TM Strategy Team	Determined by TM Strategy Team
CCLA Local Authorities' Property Fund	Determined by TM Strategy Team	Determined by TM Strategy Team
Goldman Sachs International Bank	£15,000,000	100 days
Rabobank Group	£25,000,000	6 months
Landesbank Hessen-Thuringen (Helaba)	£20,000,000	100 days

**Annex 4**

**OXFORDSHIRE COUNTY COUNCIL INVESTMENT PORTFOLIO 31/03/2015**

**Fixed term deposits held at 31/03/2015**

<b>Counterparty Date</b>	<b>Principal Deposited (£)</b>	<b>Maturity</b>
Birmingham City Council	10,000,000.00	2-Apr-15
Birmingham City Council	10,000,000.00	7-Apr-15
DBS Bank (Development Bank of Singapore)	5,000,000.00	7-Apr-15
Nationwide Building Society	5,000,000.00	15-Apr-15
Lloyds Bank plc	5,000,000.00	17-Apr-15
United Overseas Bank	5,000,000.00	29-Apr-15
Rabobank Group	5,000,000.00	30-Apr-15
Birmingham City Council	5,000,000.00	30-Apr-15
Goldman Sachs International Bank	5,000,000.00	1-May-15
Lancashire County Council	5,000,000.00	7-May-15
DBS Bank (Development Bank of Singapore)	5,000,000.00	18-May-15
United Overseas Bank	5,000,000.00	26-May-15
Goldman Sachs International Bank	5,000,000.00	29-May-15
Commonwealth Bank of Australia	5,000,000.00	3-Jun-15
Oversea-Chinese Banking Corp	5,000,000.00	5-Jun-15
United Overseas Bank	5,000,000.00	5-Jun-15
Lloyds Bank plc	5,000,000.00	9-Jun-15
Nationwide Building Society	5,000,000.00	15-Jun-15
Lancashire County Council	5,000,000.00	17-Jun-15
Nationwide Building Society	5,000,000.00	24-Jun-15
Goldman Sachs International Bank	5,000,000.00	1-Jul-15
Newcastle City Council	5,000,000.00	3-Jul-15
Doncaster Metropolitan Borough Council	5,000,000.00	3-Jul-15
Oversea-Chinese Banking Corp	5,000,000.00	15-Jul-15
Rabobank Group	5,000,000.00	22-Jul-15
Salford City Council	5,000,000.00	27-Jul-15
Lancashire County Council	10,000,000.00	31-Jul-15
Rabobank Group	10,000,000.00	31-Jul-15
Fife Council	4,000,000.00	5-Aug-15
Newcastle City Council	5,000,000.00	7-Aug-15
Barnsley Metropolitan Borough Council	5,000,000.00	24-Aug-15
Fife Council	2,000,000.00	4-Sep-15
Rabobank Group	5,000,000.00	11-Sep-15
DBS Bank (Development Bank of Singapore)	5,000,000.00	17-Sep-15
United Overseas Bank	5,000,000.00	18-Sep-15
United Overseas Bank	5,000,000.00	18-Sep-15
DBS Bank (Development Bank of Singapore)	10,000,000.00	30-Sep-15
Newcastle City Council	10,000,000.00	9-Oct-15
Lancashire County Council	5,000,000.00	9-Oct-15
Police & Crime Commissioner for Northumbria	5,000,000.00	29-Apr-16
Fife Council	5,000,000.00	3-Jun-16

Glasgow City Council	5,000,000.00	4-Jul-16
Glasgow City Council	5,000,000.00	22-Jul-16
Peterborough City Council	5,000,000.00	2-Sep-16
Newcastle City Council	5,000,000.00	13-Sep-16
Glasgow City Council	5,000,000.00	10-Jan-17
West Dunbartonshire Council	2,000,000.00	7-Jun-17
Fife Council	5,000,000.00	24-Nov-17
Runnymede Borough Council	5,000,000.00	9-Feb-18
<b>Total</b>	<b>268,000,000</b>	

### Money Market Funds

Counterparty period	Balance at 31/03/15 (£)	Notice
Ignis Sterling Liquidity Fund	24,999,999.87	Same day
Federated Sterling Liquidity Funds	5,779,140.12	Same day
<b>Total</b>	<b>30,779,139.99</b>	

### Short Dated Bond Funds

Counterparty period	Balance at 31/03/15 (£)	Notice
Aberdeen (formerly SWIP)	17,344,589	3 days
Federated Cash Plus Fund	2,025,505	2 days
Payden & Rygel Sterling Reserve Fund	12,186,896	2 days
Royal London Asset Mgmt Cash Plus Fund	5,001,472	2 days
<b>Total</b>	<b>36,558,462</b>	

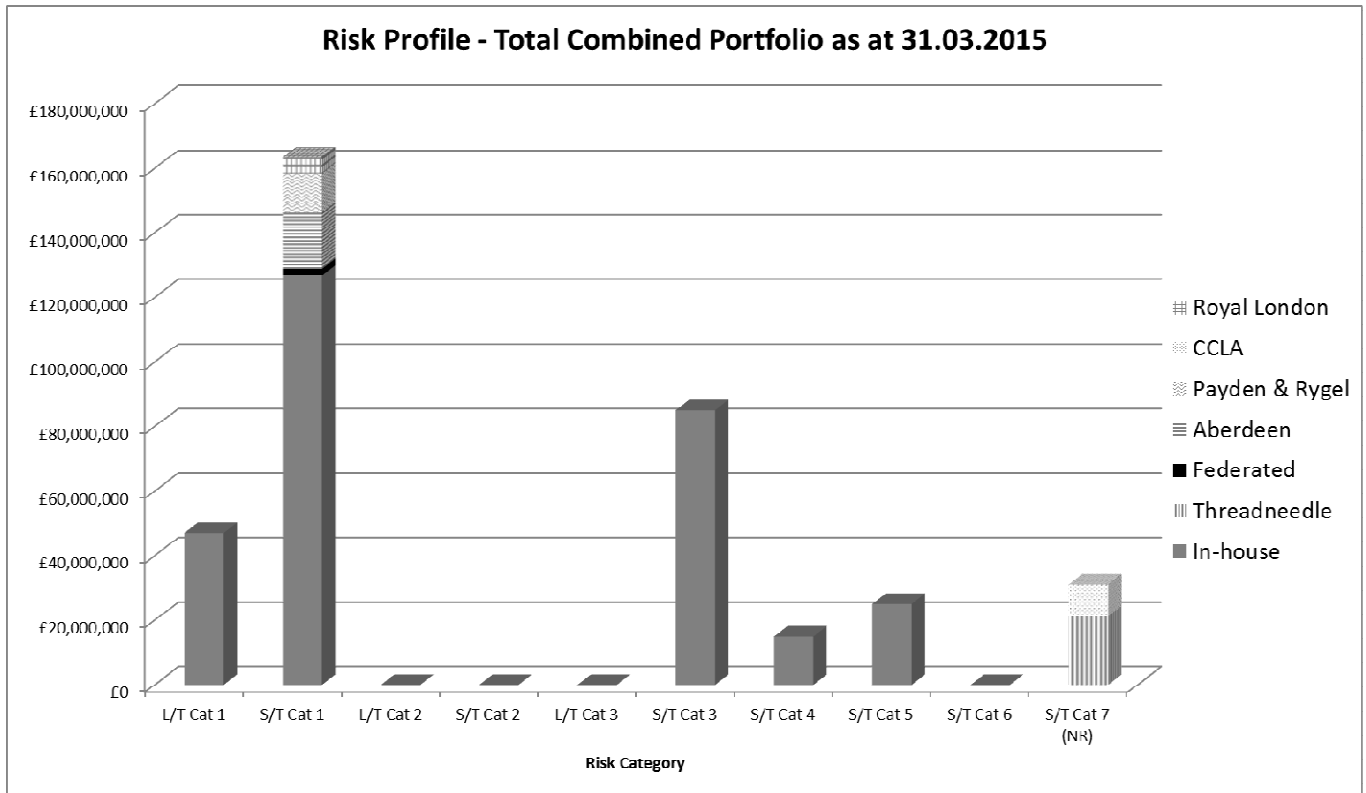
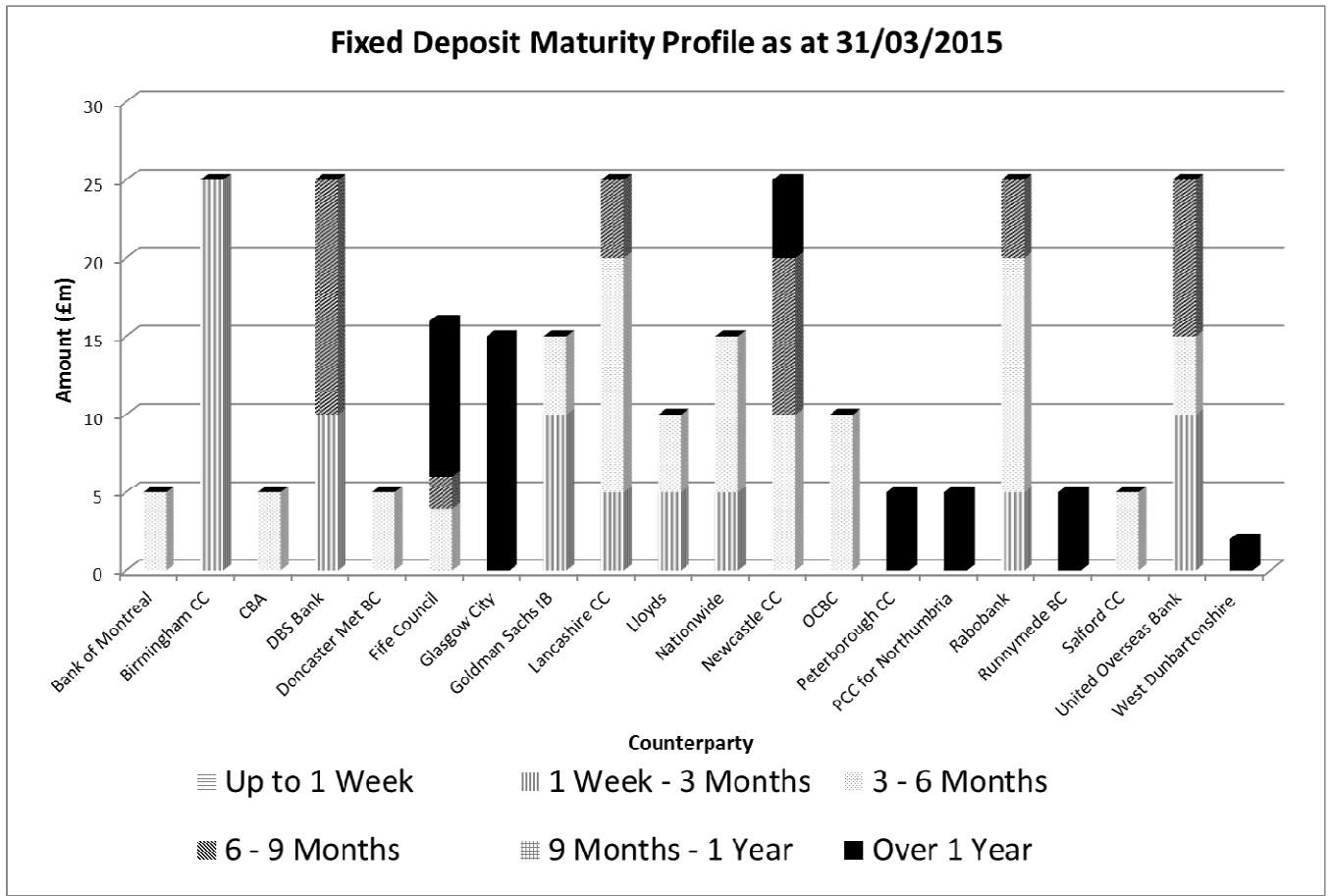
### Strategic Bond Funds

Counterparty period	Balance at 31/03/15 (£)	Notice
Threadneedle Strategic Bond Fund	21,230,883	4 days
<b>Total</b>	<b>21,230,883</b>	

### Property Funds

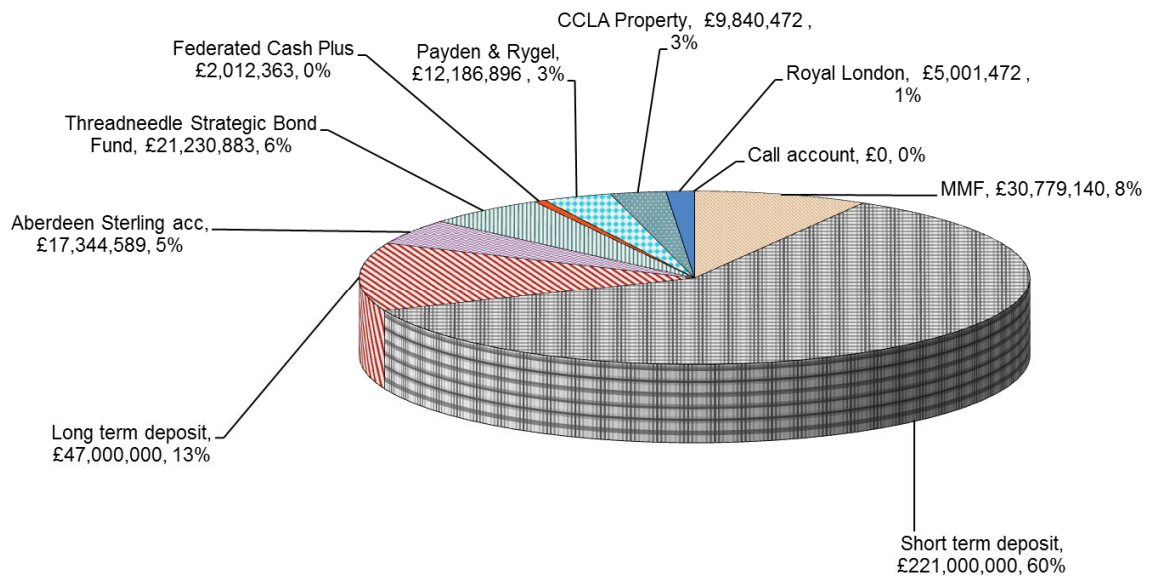
Counterparty period	Balance at 31/03/15 (£)	Notice
CCLA Local Authorities Property Fund	9,840,472	Monthly dealing
<b>Total</b>	<b>9,840,472</b>	

**Risk profile of investment portfolio at 31/03/15**



Risk Category	L/T rating	S/T rating
<b>1 (Including Local Authorities)</b>	AA+, AA	F1+
<b>2</b>	AA-	F1+
<b>3</b>	AA-	F1+
<b>4</b>	AA-	F1+
<b>5</b>	A+, A	F1
<b>6</b>	A	F1

### Total Combined Portfolio as at 31.03.2015



**Prudential Indicators Outturn 31 March 2015****Authorised and Operational Limit for External Debt**

Authorised Limit for External Debt	£484,000,000
Operational Limit for External Debt	£474,000,000
Actual External Debt at 31 March 2015	£439,382,618

**Fixed Interest Rate Exposure**

Fixed Interest Net Borrowing limit	150.00%
Actual at 31 March 2015	115.52%

**Variable Interest Rate Exposure**

Variable Interest Net Borrowing limit	25.00%
Actual at 31 March 2015	-11.52%

**Sums Invested over 364 days**

Total sums invested for more than 364 days maximum limit	
£150,000,000	
Actual sums invested for more than 364 days at 31 March 2015	£ 47,000,000

**Maturity Structure of Borrowing at 31/03/15**

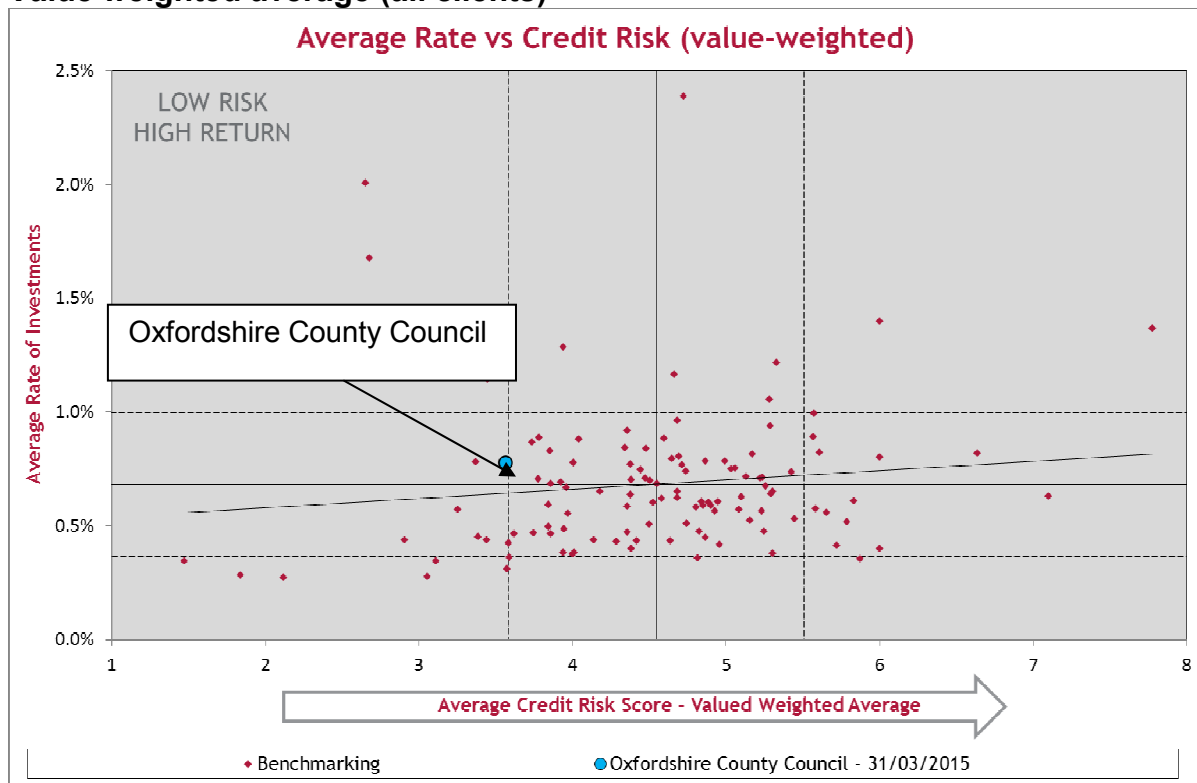
	Limit %	Actual %
From 01/04/14		
Under 12 months	0 - 20	0.00
12 – 24 months	0 - 25	7.76
24 months – 5 years	0 - 35	17.53
5 years – 10 years	5 - 40	13.52
10 years +	50 - 95	61.19

The Prudential Indicators for maturity structure are set with reference to the start of the financial year. The actual % shown above relates to the maturity period remaining at 01/04/14 on loans still outstanding at 31/03/15.

**Actual Maturity Structure of Borrowing at 01/04/15  
(LOBO's included at next option date)**

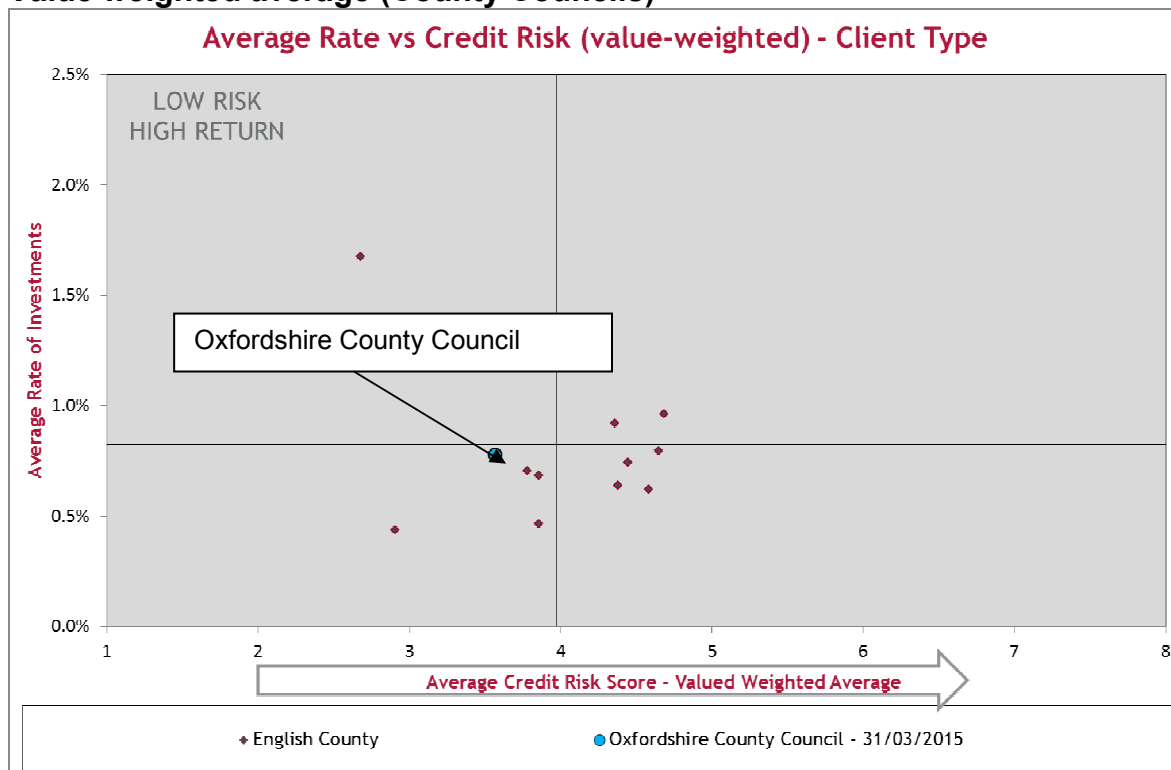
	Limit %	Actual %
From 01/04/15		
Under 12 months	0 - 20	7.76
12 – 24 months	0 - 25	3.26
24 months – 5 years	0 - 35	16.02
5 years to 10 years	5 – 40	12.52
10 years +	50 – 95	60.44

**Value weighted average (all clients)**



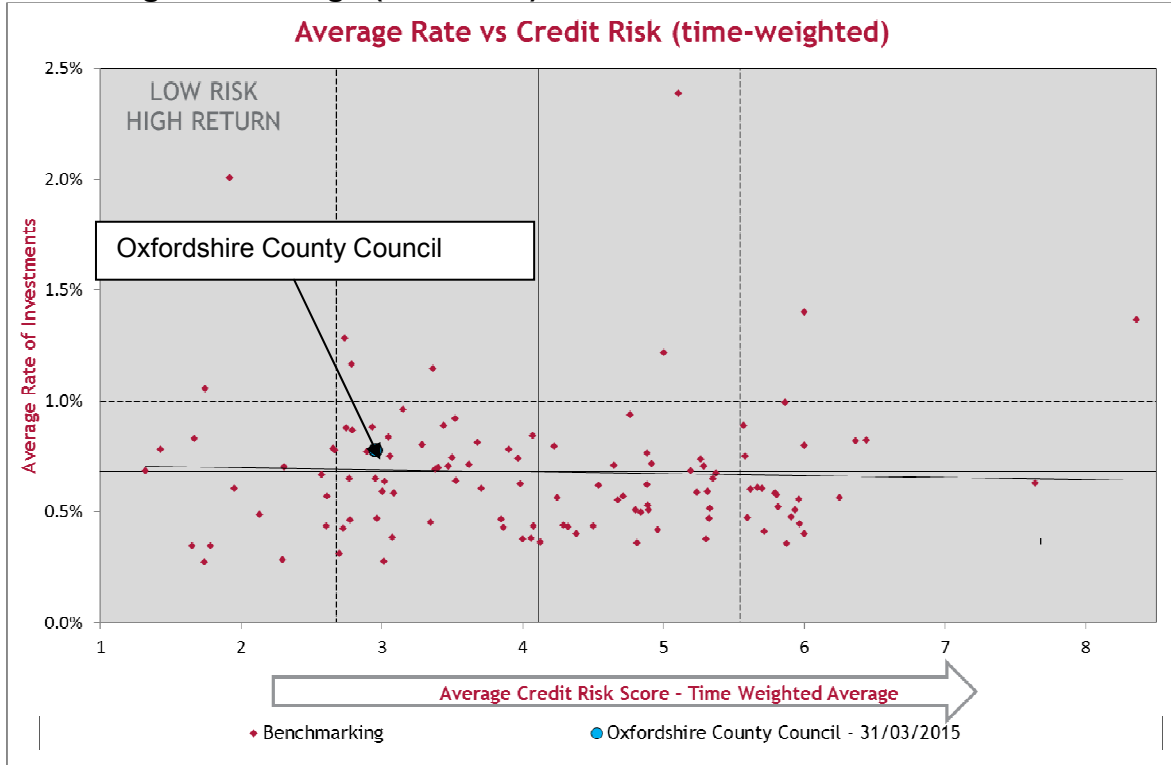
Oxfordshire County Council achieved a higher interest rate compared to the average achieved by all Arlingclose clients, whilst maintaining lower than average value weighted credit risk as at 31/03/2015.

**Value weighted average (County Councils)**



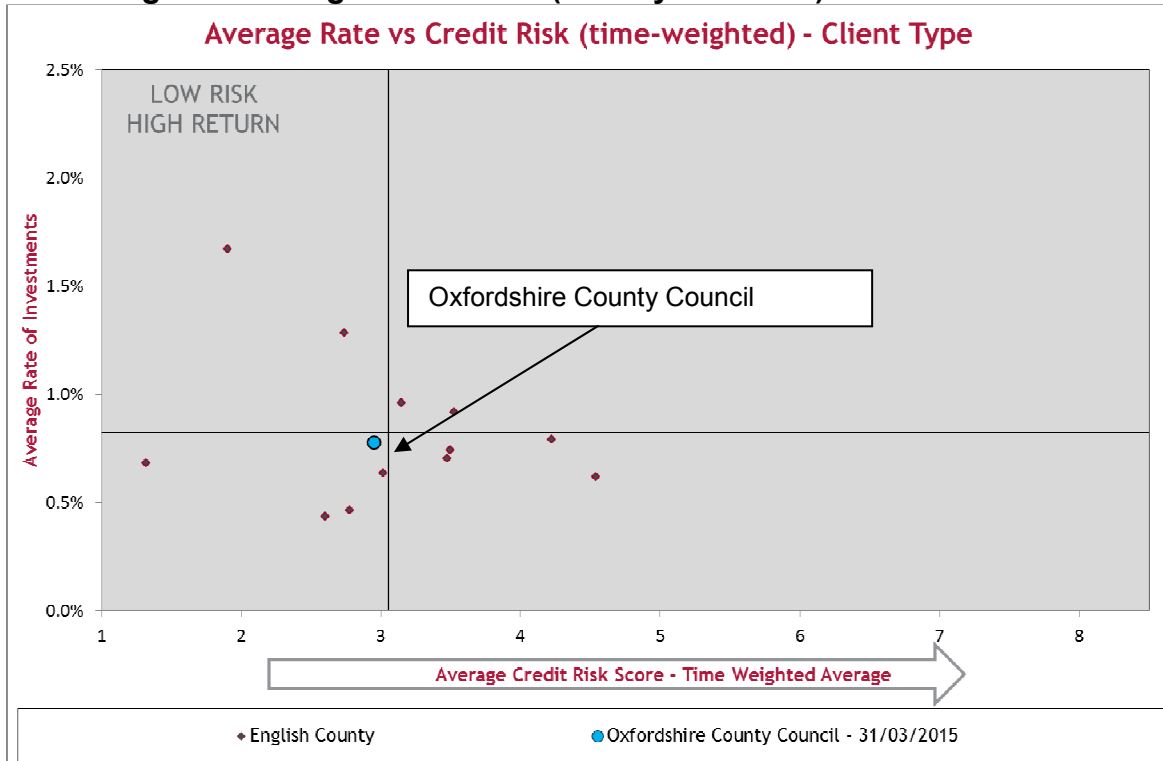
Oxfordshire County Council achieved a similar interest rate for less value weighted credit risk compared to eleven other County Councils as at 31/03/2015.

**Time weighted Average (all clients)**



Oxfordshire County Council achieved a higher interest rate compared to the average achieved by all Arlingclose clients, whilst maintaining lower than average time weighted credit risk as at 31/03/2015.

**Time weighted Average Credit Risk (County Councils)**



Oxfordshire County Council achieved an interest rate close to the average, for a level of time weighted credit risk close to the average when compared to eleven other County Councils as at 31/03/2015.

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## CABINET – 21 JULY 2015

### 2015/16 FINANCIAL MONITORING & BUSINESS STRATEGY DELIVERY REPORT

#### Report by the Chief Finance Officer

#### Introduction

1. This report focuses on the delivery of the Directorate Business Strategies that were agreed as part of the Service and Resource Planning Process for 2015/16 – 2017/18. Parts 1 and 2 include projections for revenue, reserves and balances as at the end of May 2015. Capital Programme monitoring and update is included at Part 3 and Part 4 sets out a changes to Fees and Charges.

#### Summary Position

2. The forecast directorate variation at this early stage in the year is an anticipated overspend of +£5.630m or +1.37% against a net budget of £411.171m as shown in the table below. This compares to an anticipated overspend of +£9.099m or +2.2% reported to Cabinet in July 2014. In previous years overspends reported at this stage have been reduced by management action or the use of one – off funding during the year.

Directorate	Latest Budget 2015/16 £m	Forecast Outturn 2015/16 £m	Forecast Outturn Variance 2015/16 £m	Forecast Outturn Variance 2015/16 %
Children, Education & Families (CE&F)	106.966	109.386	+2.420	+2.3
Social & Community Services (S&CS)	208.748	209.248	+0.500	+0.2
Environment & Economy (E&E)	76.445	79.092	+2.647	+3.5
Chief Executive's Office (CEO)	19.012	19.075	+0.063	+0.3
Public Health (*)	0.000	0.000	0.000	0.0
<b>Total</b>	<b>411.171</b>	<b>416.801</b>	<b>+5.630</b>	<b>+1.37</b>

<b>Public Health (*)</b>				
Expenditure	31.023	30.819	-0.204	-0.65
Grant and Other Income & Transfer to Reserves	-31.023	-30.819	+0.204	+0.65
<b>Total</b> <sup>1</sup>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.0</b>

3. The 2015/16 revenue budget was approved by Council on 17 February 2015. The Latest Budget for 2015/16 includes virements approved by Cabinet on 21 April 2015.
4. The use of carry forwards from 2014/15 will be considered by Council on 14 July 2015 alongside the proposal to make additional contributions totalling £4.7m to the Efficiency Reserve and Budget Reserve from

<sup>1</sup> In 2015/16 Public Health is funded by a ring-fenced grant of £30.419m from the Department of Health. The forecast underspend of -£0.204m would be placed in reserves at year end for use in 2016/17 so the overall forecast variation is

## CA7

General Balances. Given the on-going pressures in both Children's and Adult Social Care, it is proposed that the underspends in Environment & Economy and Chief Executive's Office will be used to offset the overspends in Children, Education & Families and Social & Community Services so there will be no impact on directorate budgets in 2015/16. The remaining balance of -£0.196m is proposed to be transferred to the Budget Reserve and be used to support the Medium Term Financial Plan. Because some of the virements required to offset over and underspends within CE&F, S&CS, CEO and E&E are larger than £1m they required approval by Council under the council's Financial Procedure Rules.

5. The following annexes are attached:

Annex 1	Original and Latest Estimates for 2015/16
Annex 2	2015/16 Virements & Supplementary Estimates
Annex 3	Treasury Management Lending List
Annex 4	Forecast Earmarked Reserves
Annex 5	Forecast General Balances
Annex 6	Ring-fenced Government Grants 2015/16
Annex 7	2015/16 Fees and Charges
Annex 8	Capital Programme Monitoring
Annex 9	Updated Capital Programme

6. Directorate reports setting out the detail behind this report are available from the contact officers named at the end of this report or in the Members' Resource Centre.

## **Part 1 - Revenue Budget**

### **Children, Education & Families (CE&F)**

7. The directorate is forecasting an overspend of +£2.420m. There is also a +£0.190m forecast overspend on services funded by Dedicated Schools Grant (DSG).

#### CEF1 Education and Early Intervention

8. The Education & Early Intervention service is forecasting to overspend by +£0.602m.
9. Service Management and Central Costs are forecast to overspend by +£0.418m. This relates to savings for reducing spend on agency and contracted staff, and the introduction of a vacancy factor, not yet being identified.
10. Home to School Transport is reporting a forecast overspend of +£0.421m. This mainly relates to new routes that have commenced since 1 April 2015, most of which are for special educational needs (SEN) pupils. The principal means of addressing the over spend in the short term is through the Route Efficiency programme. In the longer term the 'nearest school' policy is expected to generate savings.
11. The overspends set out above along with an overspend of +£0.294m on Children Centres, are partly offset by predicted underspends on Early Intervention Hubs (-£0.226m), SEN Support Services (-£0.060m),

## CA7

Foundation Years (-£0.051m), Thriving Families (-£0.047m), and Schools and Learning (-£0.090m).

### CEF2 Children's Social Care

12. Children's Social Care is forecast to overspend by +£1.890m.
13. Service Management and Central Costs are forecast to overspend by +£0.648m. This is due to employee savings relating to service administration not yet identified (+£0.166m), consultant costs (+£0.187m) and an overspend on admin costs of the Multi Agency Safeguarding Hubs and Child Protection Conferences (+£0.295m).
14. An overspend of +£0.309m is forecast on Corporate Parenting. This mainly relates to overspends on in-house fostering service (+£0.141m), supervised contact (+£0.116m) and the inter-agency budget (+£0.086m).
15. Placements are forecasting a small overspend of +£0.051m which relates to transport. The external placement budget is currently forecasting a breakeven position. The forecast includes projected spend for existing clients and an estimate of £2.641m for new placements that could arise during the rest of the year. Demand has remained high during the first two months of the year. If it remains at this level it will result in the service overspending.
16. There are also forecast overspends in Referral and Assessment (+£0.239m), Safeguarding (+£0.336m), Services for Disabled Children (+£0.275m) and Youth Offending Service (+£0.117m) due to increased staffing costs due to high workloads and increased placements. This is partly offset by an underspend of -£0.105m on Family Support.

### Dedicated Schools Grant (DSG)

17. Services funded from DSG are forecast to underspend by -£0.190m compared to the 2015/16 DSG funding of £262.644m. The Special Educational Needs Support Service is forecasting an overspend of +£0.216m which is offset by an underspend of -£0.365m on Early Years Single Funding Formula due to low take up in the current academic year.
18. The use of one – off unspent DSG funding of £11.136m held in reserves at the end of 2014/15 will be considered by Schools Forum. Any funding not already committed is likely to be needed to aid pupil growth and basic needs revenue funding for the creation of new schools and academies.

### **Social & Community Services (S&CS)**

19. The directorate is forecasting an overspend of +£0.500m. This includes the Council's risk based share of the joint Council and Oxfordshire Clinical Commissioning Group (OCCG) variation on the Older People and Equipment Pooled budget.

### S&CS1 Adult Social Care

20. The majority of the variation for the directorate relates to Adult Social Care which is forecast to overspend by +£0.792m. The largest element of this is a forecast overspend of +£0.698m on the Learning Disability Pooled budget. Under the risk share agreement there are underspends

## CA7

of -£0.180m on the Older People and Equipment Pooled Budget and -£0.306m on the Physical Disabilities Pooled Budget. There is also a forecast overspend of +£0.580m on non-Pool services.

### Older People and Equipment Pooled Budgets

21. The Older People and Equipment Pool is forecast to underspend by -£0.344m. Under the risk share agreement the County Council's share of this is -£0.180m.
22. Within this position Home Support is forecast to overspend by +£0.534m after the application of fairer charging client income. The number of clients supported to live at home, either with a managed service or direct payment has increased from 2,229 at the end of March to 2,278 at the end of May 2015. The forecast assumes a steady growth in client numbers during the year.
23. Care Homes are forecast to overspend by +£0.024m. As with Home Support, this position is now reported net of client income. The number of clients in Council funded placements has reduced from 1,689 at the end of March to 1,615 at the end of May 2015.
24. An overspend of +£0.190m is forecast for the Equipment Pool based on the outturn position from 2014/15. A new equipment contract with a new provider has been in place since 1 April 2015, so the impact of the new contract will be closely monitored. The forecast is based on the assumption that efficiencies generated by the contract will be sufficient to offset the cost of increased demand.
25. These predicted overspends are offset by estimated underspends on Prevention and Early Support of -£0.757m and -£0.175m on Staffing and Infrastructure costs. These relate primarily to the Reablement contract, the Crisis service, and the Urgent Care Working Group budget.
26. Under the risk share agreement the Clinical Commissioning Group is currently forecast to underspend by -£0.164m.

### Physical Disabilities Pooled Budget

27. The Physical Disabilities Pool is now risk shared between the Council and the Clinical Commissioning Group. In addition client income budgets have been moved into the pool for 2015/16.
28. The overall position for the pool is a forecast underspend of -£0.492m. Under the risk share agreement the Council's share of the underspend is -£0.306m.
29. The Care Homes budget is forecast to break even at year end. This is based on a forward forecast that assumes that number of placements remains at the current level throughout the year. If the overall downward trend in client numbers continues from 2014/15 into 2015/16 there will be a decrease in the forecast spend, partially offset by lower client income. However, at the end of March 2015 there were 68 clients in Council funded spot placements which is above the average of 66 clients funded during 2014/15.

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30. The Home Support budget is forecast to underspend by -£0.335m at year end. This is due to a forecast overachievement of client income of -£0.367m. There were 593 clients supported by this budget at the end of May. This compares to an average of 595 during 2014/15.
31. The Clinical Commissioning Group services are forecast to underspend by -£0.186m under the risk share agreement.

### Learning Disabilities Pooled Budget

32. The Pool is forecast to overspend by +£0.821m. The County Council's share of this under the risk share arrangements is +£0.698m.
33. Client income has been moved into the pool in 2015/16. After client income there is a net overspend of +£1.194m for personal budgets which is partially offset by underspends in other areas of the pool.
34. A twelve month rolling average of agreed panel applications has been used to forecast the in year growth. This includes some of the months prior to October 2014 when the new panel was introduced. If panel continues to hold down spend it is possible that the forecast overspend will reduce. At the end of May there were 1,682 clients with personal budgets. There has been an increase of five clients since March 2015.
35. The payment of Independent Living Fund to clients transfers to the Council from July 2015. On 2 July 2015 the Council received notification from the Department of Communities and Local Government (DCLG) that the Council's 2015/16 allocation is £3.004m. This allocation has been calculated using the Independent Living Fund Trust's financial model and DCLG believe this should be sufficient to cover Independent Living Fund payments for the remainder of the year. Assessments for people in receipt of the Independent Living Fund are underway and are expected to be completed in the next few months. An update on whether the grant is sufficient to meet the 2015/16 liabilities will be included in the October 2015 report to Cabinet. There may be an on-going pressure in future years if additional funding provided in 2015/16 is not maintained in the Government's Spending Review. Any impact will be considered as part of the 2016/17 Service & Resource Planning Process.

### Adult Social Care: Non – Pool Services

36. There is a forecast overspend of +£0.580m for services outside of the Pools. This includes a forecast overspend of +£0.201m on Adult Protection and Mental Capacity service which has seen a significant increase in the number of requests for Deprivation of Liberty Safeguards assessments following the Cheshire West Judgement.
37. There is also an estimated overspend on Money Management of +£0.239m which relates to the non-achievement of an income target. This will be considered as part of the 2016/17 Service & Resource Planning Process.

### SCS4 Fire & Rescue and Emergency Planning

38. There is an underspend of -£0.225m forecast of which -£0.212m relates to Fire & Rescue. The main reason for the underspend is due to

vacancies for whole time firefighters. Plans are place to increase recruitment.

### **Environment & Economy (E&E)**

39. The directorate is forecasting an overspend of +£2.647m.

#### EE2 Commercial Services

40. Commercial Services is forecasting to overspend by +£1.934m.
41. Waste Management is forecasting an overspend of +£1.577m which relates to higher than expected business rates (£0.700m), additional Food Waste tonnage (£0.200m) and tonnage being 7,000 tonnes higher than expected (£0.700m). The forecast on tonnage is based on one month of data and will be updated in the report to Cabinet in October once data for the first quarter is available.
42. A forecast overspend of +£0.400m on the Delivery budget reflects the continual increased demand on the defects budget.

#### EE3 Oxfordshire Customer Services

43. Oxfordshire Customer Services is forecasting to overspend by +£0.702m. This relates to one-off costs associated with the transfer of services to Hampshire County Council (£0.500m) and forecast income from Schools being lower than expected (+£0.200).

### **Chief Executive's Office**

44. The forecast variation of +£0.063m. This mainly reflects overspends on Cultural Services (+£0.149m) and Music Service (+£0.056m) being partly offset by underspends on Human Resources (-£0.058m) and Policy (-£0.096m).

### **Public Health**

45. In 2015/16 the majority of Public Health expenditure is funded by a ring-fenced grant of £31.419m from the Department of Health. The service is forecasting a revenue under spend of -£0.204m against the grant primarily due to an underspend on Substance Misuse (-£0.137m). Under the grant guidelines any underspend will be placed in reserves at the end of the financial year to be used to meet Public Health expenditure in future years.

### **Virements and Supplementary Estimates**

46. Virements larger than £0.500m or relate to un-ringfenced grants requiring Cabinet approval under the Virement Rules agreed by Council on 17 February 2015 are included at Annex 2a. These include the transfer of the housing pathway funding from Social Care to Corporate Parenting within Children's Social Care, the increase in the income and expenditure budgets relating to the Thriving Families Grant, the transfer of £0.530m from the contribution to the Older People and Equipment Pooled Budget to Corporate Contingency and a review of the Highways Maintenance budgets. None of these virements represent a change in policy as the service is unchanged.
47. Annex 2d shows virements Cabinet need to note.

48. A supplementary estimate request to release the remaining £2.050m of Severe Weather Recovery Grant from balances is included in Annex 2e.

#### **Ringfenced Grants**

49. As set out in Annex 6, ring-fenced grants totalling £325.155m are included in Directorate budgets and will be used for the specified purpose. Since the budget was agreed by Council in February 2015, there has been an additional £0.377m of Bus Operators Grant received and several new small grants including Foodwise Project, Arts Council and Find your Voice. There has also been an increase in the Regional Growth Fund of £0.148m and a reduction in the Department of Business, Information and Skills Grant of £0.197m which is held on behalf of the Local Enterprise Partnership. Any grants unspent at year end will be held in the Grants & Contributions Reserve for use in 2016/17, or returned to the funding body.

#### **Business Strategy Savings**

50. The forecasts shown in this report incorporate Business Strategy savings that were agreed by Council in February 2015 and previous years. All CE&F savings are expected to be achieved other than £0.629m of the savings for reducing agency and contracted staff and introducing a vacancy factor which have yet to be identified, and are reflected in the overspend for CE&F.
51. Within Social & Community Services £6.805m of the £8.816m of net savings to be achieved are forecast to be delivered during the year. Of the outstanding savings £1.6m relate to the Learning Disabilities Pool. The service is monitoring the delivery of these savings and the further £8.485m required in future years.
52. 93% of the savings within E&E and 86% of the CEO savings are expected to be achieved. Services are working hard to identify alternative savings were possible.
53. Any on-going pressures will be considered as part of the 2016/17 Service & Resource Planning process.

#### **Bad Debt Write Offs**

54. There were seven general write - offs in the financial year to the end of May 2015 and these totalled £33,650. In addition Client Finance has written off 31 debts totalling £56,940.

#### **Treasury Management**

55. The latest treasury management approved lending list (as at 16 April 2015) is shown in Annex 3. This includes increases to cash and duration limits for Santander UK Plc. to £15m and 100 days respectively. The Council has no deposits with any of the Greek banks.
56. The table on the next page displays average in-house cash balances and average rates of return for April and May 2015. Interest receivable for 2015/16 is currently forecast to be in line with the budgeted figure of

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£2.060m. Interest payable is currently forecast to be in line with the budgeted figure of £18.136m.

Month	Average cash balance	Average rate of return
April	£332.729m	0.74%
May	£329.232m	0.74%

## Part 2 – Balance Sheet

57. Annex 4 sets out earmarked reserves brought forward from 2014/15 and the forecast position as at 31 March 2016. These reserves are held for specified one – off projects, contractual commitments and to support the Medium Term Financial Plan.
58. As set out in the Provisional Outturn Report to Cabinet on 23 June, revenue reserves were £63.570m at the end of 2014/15. These are forecast to reduce to £55.576m by 31 March 2016.

### Grants and Contributions

59. £10.576m unspent DSG is likely to be needed to address expected budget pressures in future years in funding for pupil growth, or basic needs revenue funding for the creation of new schools and academies.
60. Other ring fenced grant underspends held in the Grants and Contributions Reserve for use in 2015/16 in line with the grant criteria include £0.912m for revenue Section 106 contributions and £0.322m for the Social Work Improvement Fund.
61. The balance of Public Health grant funding is forecast to be £3.474m by 31 March 2016.

### Children, Education & Families

62. School balances were £21.919m at 1 April 2015. The reasons for schools holding large balances continue to be explored and there will be particular focus on those schools that have held high balances for a number of years. The continued uncertainty around future funding mechanisms and levels and known future cost increases such as with pension contributions will probably have contributed.
63. Other reserves held by CE&F are forecast to reduce from £4.156m to £1.898m by 31 March 2016. Many of the key projects and pressures supported by reserves in 2014/15 are continuing in 2015/16. As at 1 April 2015 funding held in reserves included £0.450m for School Improvement, £1.761m for the Thriving Families Project, £0.726m for Children’s Social Care and £0.470m for Academies Conversion Support.
64. £0.501m accumulated balances on self-financing services will be used as required in 2015/16 and future years.

### Social & Community Services

65. Social & Community Services reserves are forecast to reduce from £3.830m to £3.569m by 31 March 2016.

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66. £2.866m held in the Older People Pooled Budget Reserve will be used to help meet expected pressures relating to Delayed Transfers of Care work in 2015/16 and future years and the trial rehabilitation at home project which has been delayed.

### Environment & Economy

67. Reserves held by E&E are forecast to reduce from £7.197m to £6.287m by 31 March 2016.
68. £0.366m of the remaining £0.380m held in the Waste Management Reserve will be used in 2015/16 to fund financial liabilities due to the contract deficit mechanism payments as part of the Energy from Waste contract.
69. The Catering Investment Fund will continue to be used to invest in the business and provide a contingency against unforeseen costs. The balance at the start of 2015/16 was £1.118m and this is expected to be used in 2015/16 and beyond.
70. An additional £0.350m contribution will be made to the Oxford Western Conveyance Reserve during 2015/16. The total of £0.700m will be used on Oxford Western Conveyance flood relief scheme.

### Corporate Reserves

71. The Efficiency Reserve totalled £1.748m at 1 April 2015. Of this £0.913m is committed to be used for one-off projects during 2015/16. The remaining £0.835m, along with the additional contribution of £2.000m (if agreed by Council on 14 July 2015) will be used for one – off projects supporting the Medium Term Financial Plan.

### Other Reserves

72. Other Reserves, which include Insurance, Capital and Cash flow reserves, are forecast to total £44.452m at 31 March 2016. This includes £6.956m in the Budget Reserve which includes the additional £2.896m to be considered by Council on 14 July 2015.

### Balances

73. As set out in Annex 6 general balances were £22.247m as at 31 March 2015. This compares to £17.517m as set out in the Medium Term Financial Plan (MTFP) approved by Council in February 2015. Anticipated balances were based on the forecast outturn at end December 2014 as reported to Cabinet in February 2015. On 14 July 2015 Council is recommended to agree the proposal set out in the Provisional Outturn report to make contributions of £2.0m to the Efficiency Reserve and £2.7m to the Budget Reserve in 2015/16 to support the Council's MTFP as balances are £4.7m higher than expected.
74. It is proposed that the remaining £2.050m revenue element of Severe Weather Recovery Grant is transferred from balances for use in 2015/16.

## Part 3 – Capital Programme

### Capital Monitoring

75. The capital monitoring position set out in Annex 8a, shows the forecast expenditure for 2015/16 is £130.9m (excluding schools local capital). This has increased by £5.7m compared to the latest approved capital programme. The table below summarises the variations by directorate.

Directorate	Last Approved Programme *	Latest Forecast Expenditure	Variation
	£m	£m	£m
Children, Education & Families	43.4	50.0	+6.6
Social & Community Services	3.3	2.5	- 0.8
Environment & Economy - Transport	61.6	63.6	+2.0
Environment & Economy - Other	13.7	11.0	- 2.7
Chief Executive's Office	3.2	3.8	+0.6
<b>Total Directorate Programmes</b>	<b>125.2</b>	<b>130.9</b>	<b>+5.7</b>
Schools Local Capital	2.2	2.0	- 0.2
Earmarked Reserves	0.0	0.6	+0.6
<b>Total Capital Programme</b>	<b>127.4</b>	<b>133.5</b>	<b>+6.1</b>

\* Approved by Council 17 February 2015

76. The variations in 2015/16 take into account the impact of the 2014/15 outturn position and schemes that have been re-profiled accordingly. Significant in-year variations for each directorate are listed in Annex 8b. New schemes and total programme/project budget changes are listed in Annex 8c.
77. In the Children, Education & Families programme the in-year increase is mainly due to confirmation of the September 2015 Basic Need programme, which for the year is profiled at £21.5m. The in-year basic need programme has increased by £7.5m which includes £1.5m carry forward from the 2014/15 outturn position and a further £6m from a combination of external funding sources (Specific grant & developer contributions) and approval of the stage 2 contract sums & delivery dates. A further £0.3m has been included within the Henley Badgemore Primary School Phase 2 project to address cost pressures since the commencement of the project.
78. Additional grant has been allocated to the Universal Infant Free School Meals Programme following the successful bid for several school projects and the additional allocation distributed to local authorities with the lowest infant meal take up rates below 80%.
79. £0.6m has been re-profiled to 2015/16 for the primary school at South West Bicester from 2014/15 with a re-profile of £3.6m on other growth portfolio schemes that are now expected to commence later than originally planned.
80. In the Social & Community Services programme there is a decrease of £0.757m, consisting of re-profiling of the Fire Equipment budget (£0.053m added from the 2014/15 programme), re-profiling of the Fire Review Development Budget (£0.045m added from the 2014/15 programme), re-profiling of the Extra-Care Housing budget (£0.975m

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moved into later years), re-profiling of the Adult Social Care Management System budget (£0.006m added from the 2014/15 programme) and re-profiling of the Retentions and Minor Works budgets (£0.114m added from the 2014/15 programme).

81. In the Transport programme, £2.2m has been re-profiled to 2016/17 on the Harwell Link Road project due to delays in land acquisition.
82. £1.8m has been re-profiled to 2016/17 on the Network Rail Electrification Betterment programme to reflect delays in Network Rail's delivery programme and likely timing of contributions required for potential betterment works. Some works have been accommodated without requiring a contribution.
83. The Council has successfully bid for £12.95m of funding through the Department for Transport's (DfT) Local Highways Maintenance Challenge Fund to deliver a three year programme of long-term, sustainable improvements to drainage, carriageway and street lighting maintenance. The programme will identify the cause of flooding/ drainage problems and improve resilience to water and traffic damage using sustainable techniques. Drainage work and structural repairs will focus on the classified road network and at sites where poor drainage is the main cause of extensive carriageway failure. Work will be coordinated with a countywide programme of street lighting column & LED lantern review and replacement.
84. £1.59m of local match contribution is required, which can be accommodated within the existing provisional highways structural maintenance allocation for 2017/18 and 2018/19. This requires the acceleration of £1m funding from this period into 2015/16 and 2016/17.
85. Cabinet is recommended to approve the inclusion of this scheme into the capital programme with a total budget of £14.540m. The profile of the expenditure is £3.600m in 2015/16, £5.200m in 2016/17 and £5.740m in 2017/18.
86. Feasibility and preliminary design works for the City Deal project to deliver a roundabout junction at the A4185/Thompson Avenue access to Harwell Oxford Campus have been completed. The total budget required for the project remains in line with the original estimate of £2m. Construction is planned to commence in January 2016. Cabinet are recommended to approve that the project proceeds to detailed design and procurement. An outline business case is available as a background paper.
87. Design work for the City Deal project to improve the road layout at Hagbourne Hill has been completed, and construction is scheduled to start in September 2015. The total budget remains within the £6.015m approved at Stage 2a. Cabinet are recommended to approve contractually committing to the construction of the project. A full business case is available as a background paper.

88. In the Chief Executive's Office programme, the Bicester Library scheme has been re-profiled, increasing the 2015/16 expenditure forecast by £0.486m.

### Five Year Capital Programme Update

89. The total forecast 5-year capital programme (2015/16 to 2018/19) is now £461.0m, an increase of £50.1m compared to the last capital programme for this period approved by Council in February 2015. The full updated capital programme is set out in annex 9. Taking into account the outturn position for 2014/15, the overall size of the capital programme has increased by £37.0m. The table on the next page summarises the variations by directorate and the main reasons for these variations are explained in the following paragraphs.

Directorate	Last Approved Total Programme (2015/16 to 2018/19) * £m	Latest Updated Total Programme (2015/16 to 2018/19) £m	Variation £m	Variation in the size of the overall programme (including 2014/15) £m
Children, Education & Families	126.7	135.1	+8.4	+5.3
CEF Reductions to be identified	-5.8	-5.8	0.0	0.0
Social & Community Services	34.1	34.9	+0.7	-0.5
Environment & Economy - Transport	131.5	165.6	+34.1	+27.2
Environment & Economy – Other	24.1	30.1	+6.0	+4.2
Chief Executive's Office	4.8	5.4	+0.7	0.0
<b>Total Directorate Programmes</b>	<b>315.4</b>	<b>365.3</b>	<b>+49.9</b>	<b>+36.3</b>
Schools Local Capital	4.9	4.4	-0.5	+0.1
Earmarked Reserves	45.6	46.3	+0.7	+0.7
<b>Total Capital Programme</b>	<b>365.9</b>	<b>416.0</b>	<b>+50.1</b>	<b>+37.0</b>

\* Approved by Council 17 February 2015

90. The overall size of Transport programme has increased by £27.2m compared to the programme approved by Council in February 2015 due to the following:
- Inclusion of £12.95m additional DfT Highways Maintenance Challenge Fund grant as outlined in paragraph 86.
  - Inclusion of £3.359m Cycle City Ambition grant to fund cycle improvement project connecting Oxpens, Osney Mead and Westgate approved by Cabinet in June 2015.
  - Increased budget of £1.6m for City Deal Cutteslowe and Wolvercote roundabouts approved by Cabinet in June 2015.
  - Inclusion of £2.45m contribution to Wantage Eastern Link Road approved by Cabinet in April 15.

v. Inclusion of £7.3m for the City Deal Loop Farm Link Road project approved by Cabinet in February 2015.

91. A further £5.3m has been included within the CEF programme. This includes the additional grants of £2m towards the Universal Infant Free Schools Meals programme and the additional resources within the Basic Need Programme. A number of projects within the Growth Portfolio required for September 2016 are approaching contract let and these will be reported once confirmed.

#### **Part 4 – Fees and Charges**

92. Proposals for fees and charges for registration service which come in to force from 1 September 2015 and traffic regulation orders which would come into force from 1 August 2015 are set out in Annexes 7a and 7b.

#### **RECOMMENDATIONS**

93. **The Cabinet is RECOMMENDED to:**
- (a) **note the report;**
  - (b) **approve the virement requests set out in Annex 2a;**
  - (c) **approve the supplementary estimate request in Annex 2e;**
  - (d) **note the Treasury Management lending list at Annex 3;**
  - (e) **approve the updated Capital Programme at Annex 8 and the associated changes to the programme in Annex 7c;**
  - (f) **approve the fees and charges as set out in Part 4 and Annex 7a and Annex 7b;**
  - (g) **approve the updated capital programme in Annex 9 (changes to the Capital Programme set out in Annex 8c);**
  - (h) **approve the inclusion of a £14.54m budget for the Local Highways Maintenance Challenge Fund programme over three years 2015/16 to 2017/18;**
  - (i) **approve the Harwell Oxford Entrance City Deal project to proceed to detailed design and procurement with a total budget of £2m; and**
  - (j) **approve the Hagbourne Hill City Deal project to contractually commit to letting the contract, with a total budget of £6.015m.**

#### **LORNA BAXTER**

Chief Finance Officer

Background papers: Directorate Financial Monitoring Reports to the end of May 2015  
Harwell Oxford Entrance Business Case  
Hagbourne Hill City Deal Business Case

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July 2015

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**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 21 July 2015**  
**Budget Monitoring**

Ref	Directorate	BUDGET 2015/16					Outturn Forecast Year end Spend/Income	Projected Year end Variation to Budget	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2014/15 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Budget			
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	(13)
<b>CEF</b>	<b>Children, Education &amp; Families</b>								
	Gross Expenditure	419,141	0	493	0	419,634	435,877	16,243	A
	Gross Income	-312,092	0	-576	0	-312,668	-326,491	-13,823	A
		<b>107,049</b>	<b>0</b>	<b>-83</b>	<b>0</b>	<b>106,966</b>	<b>109,386</b>	<b>2,420</b>	<b>A</b>
<b>SCS</b>	<b>Social &amp; Community Services</b>								
	Gross Expenditure	220,716	0	-284	0	220,432	220,998	566	G
	Gross Income	-11,968	0	284	0	-11,684	-11,750	-66	G
		<b>208,748</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,748</b>	<b>209,248</b>	<b>500</b>	<b>G</b>
<b>EE</b>	<b>Environment &amp; Economy</b>								
	Gross Expenditure	158,099	0	-8,121	0	149,978	152,627	2,649	G
	Gross Income	-81,518	0	7,985	0	-73,533	-73,535	-2	G
		<b>76,581</b>	<b>0</b>	<b>-136</b>	<b>0</b>	<b>76,445</b>	<b>79,092</b>	<b>2,647</b>	<b>A</b>
<b>CEO</b>	<b>Chief Executive's Office</b>								
	Gross Expenditure	31,736	0	-2,761	0	28,975	29,038	63	G
	Gross Income	-12,943	0	2,980	0	-9,963	-9,963	0	G
		<b>18,793</b>	<b>0</b>	<b>219</b>	<b>0</b>	<b>19,012</b>	<b>19,075</b>	<b>63</b>	<b>G</b>
<b>PH1</b>	<b>Public Health</b>								
	Gross Expenditure	31,023	0	0	0	31,023	31,022	-1	G
	Gross Income	-31,023	0	0	0	-31,023	-31,022	1	G
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	Less Recharges to Other Directorates	-67,832				-67,832	-67,832	0	
		67,832				67,832	67,832	0	
	<b>Directorate Expenditure Total</b>	<b>792,883</b>	<b>0</b>	<b>-10,673</b>	<b>0</b>	<b>782,210</b>	<b>801,730</b>	<b>19,520</b>	<b>A</b>
	<b>Directorate Income Total</b>	<b>-381,712</b>	<b>0</b>	<b>10,673</b>	<b>0</b>	<b>-371,039</b>	<b>-384,929</b>	<b>-13,890</b>	<b>A</b>
	<b>Directorate Total Net</b>	<b>411,171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>411,171</b>	<b>416,801</b>	<b>5,630</b>	<b>G</b>

**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 21 July 2015**  
**Budget Monitoring**

Ref	Directorate	BUDGET 2015/16					Outturn Forecast Year end Spend/Income	Projected Year end Variation to Budget	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2014/15 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Budget			
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	(13)
	Contributions to (+)/from (-)reserves	-7,241				-7,241	-7,241	0	
	Contribution to (+)/from(-) balances	2,000				2,000	2,000	0	
	Pensions - Past Service Deficit Funding	830				830	830	0	
	Contingency	4,029				4,029	4,029	0	
	Capital Financing	33,768				33,768	33,768	0	
	Interest on Balances	-4,199				-4,199	-4,199	0	
	Additional funding to be allocated					0	0	0	
	<b>Strategic Measures Budget</b>	29,187	0	0	0	29,187	29,187	0	
	Unringfenced Government Grants	-15,777				-15,777	-15,777	0	
	Council Tax Surpluses	-7,472				-7,472	-7,472	0	
	Revenue Support Grant	-62,305				-62,305	-62,305	0	
	Business Rates Top-Up	-37,085				-37,085	-37,085	0	
	Business Rates From District Councils	-29,466				-29,466	-29,466	0	
	<b>Council Tax Requirement</b>	288,253	0	0	0	288,253	293,883	5,630	

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**KEY TO TRAFFIC LIGHTS****Balanced Scorecard Type of Indicator**

Budget	On track to be within +/- 2% of year end budget	G
	On track to be within +/- 5% of year end budget	A
	Estimated outturn showing variance in excess of +/- 5% of year end budget	R

Financial Monitoring and Business Strategy Delivery Report  
CABINET - 21 July 2015  
Budget Monitoring

Ref	Directorate	BUDGET 2015/16					Outturn Forecast Year end Spend/Income £000 (8)	Projected Year end Variation underspend - overspend + £000 (9)	Projected Year end Variance Traffic Light Indicator (13)
		Original Budget £000 (3)	Brought Forward from 2014/15 Surplus + Deficit - £000 (4)	Virements to Date £000 (5)	Supplementary Estimates to Date £000 (6)	Latest Estimate £000 (7)			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(13)
CEF1	<b>Education &amp; Early Intervention</b>								
	Gross Expenditure	84,212		706	0	84,918	88,026	3,108	A
	Gross Income	-47,648		-709	0	-48,357	-50,863	-2,506	R
		<b>36,564</b>	<b>0</b>	<b>-3</b>	<b>0</b>	<b>36,561</b>	<b>37,163</b>	<b>602</b>	G
CEF2	<b>Children's Social Care</b>								
	Gross Expenditure	57,390		73	0	57,463	59,580	2,117	A
	Gross Income	-4,678		-26	0	-4,704	-4,931	-227	A
		<b>52,712</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>52,759</b>	<b>54,649</b>	<b>1,890</b>	A
CEF3	<b>Children, Education &amp; Families Central Costs</b>								
	Gross Expenditure	5,908		-54	0	5,854	5,846	-8	G
	Gross Income	0		0	0	0	0	0	
		<b>5,908</b>	<b>0</b>	<b>-54</b>	<b>0</b>	<b>5,854</b>	<b>5,846</b>	<b>-8</b>	G
CEF4	<b>Schools</b>								
	Gross Expenditure	256,136		-232	0	255,904	266,930	11,026	A
	Gross Income	-255,596		159	0	-255,437	-266,527	-11,090	A
		<b>540</b>	<b>0</b>	<b>-73</b>	<b>0</b>	<b>467</b>	<b>403</b>	<b>-64</b>	R
	<b>Non Negotiable Support Service Recharges</b>								
	Gross Expenditure	15,641			0	15,641	15,641	0	G
	Gross Income	-4,316			0	-4,316	-4,316	0	G
		<b>11,325</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,325</b>	<b>11,325</b>	<b>0</b>	G
	Less recharges within directorate	-146				-146	-146	0	G
		146				146	146	0	G
	<b>Directorate Expenditure Total</b>	<b>419,141</b>	<b>0</b>	<b>493</b>	<b>0</b>	<b>419,634</b>	<b>435,877</b>	<b>16,243</b>	A
	<b>Directorate Income Total</b>	<b>-312,092</b>	<b>0</b>	<b>-576</b>	<b>0</b>	<b>-312,668</b>	<b>-326,491</b>	<b>-13,823</b>	A
	<b>Directorate Total Net</b>	<b>107,049</b>	<b>0</b>	<b>-83</b>	<b>0</b>	<b>106,966</b>	<b>109,386</b>	<b>2,420</b>	A

## KEY TO TRAFFIC LIGHTS

On track to be within +/- 2% of year end budget
On track to be within +/- 5% of year end budget
Estimated outturn showing variance in excess of +/- 5% of year end budget

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**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 21 July 2015**  
**Budget Monitoring**

Ref	Directorate	BUDGET 2015/16					Outturn Forecast Year end Spend/Income £000 (8)	Projected Year end Variation underspend - overspend + £000 (9)	Projected Year end Variance Traffic Light Indicator (13)
		Original Budget £000 (3)	Brought Forward from 2014/15 Surplus + Deficit - £000 (4)	Virements to Date £000 (5)	Supplementary Estimates to Date £000 (6)	Latest Estimate £000 (7)			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(13)
SCS1	<b>Adult Social Care</b>								
	Gross Expenditure	182,406		59	0	182,465	183,257	792	G
	Gross Income	-16,004		-59	0	-16,063	-16,063	0	G
		<b>166,402</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166,402</b>	<b>167,194</b>	<b>792</b>	<b>G</b>
SCS2	<b>Joint Commissioning</b>								
	Gross Expenditure	7,163		7	0	7,170	7,170	0	G
	Gross Income	-2,727		-7	0	-2,734	-2,734	0	G
		<b>4,436</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,436</b>	<b>4,436</b>	<b>0</b>	<b>G</b>
SCS3	<b>Community Safety</b>								
	Gross Expenditure	3,193		-350	0	2,843	2,842	-1	G
	Gross Income	-1,691		350	0	-1,341	-1,407	-66	A
		<b>1,502</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,502</b>	<b>1,435</b>	<b>-67</b>	<b>A</b>
SCS4	<b>Fire &amp; Rescue and Emergency Planning</b>								
	Gross Expenditure	23,104		0	0	23,104	22,879	-225	G
	Gross Income	-525		0	0	-525	-525	0	G
		<b>22,579</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,579</b>	<b>22,354</b>	<b>-225</b>	<b>G</b>
	<b>Non Negotiable Support Service Recharges</b>								
	Gross Expenditure	13,829			0	13,829	13,829	0	G
	Gross Income				0	0	0	0	G
		<b>13,829</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,829</b>	<b>13,829</b>	<b>0</b>	<b>G</b>
	Less recharges within directorate	-8,979				-8,979	-8,979	0	G
		8,979				8,979	8,979	0	G
	<b>Directorate Expenditure Total</b>	<b>220,716</b>	<b>0</b>	<b>-284</b>	<b>0</b>	<b>220,432</b>	<b>220,998</b>	<b>566</b>	<b>G</b>
	<b>Directorate Income Total</b>	<b>-11,968</b>	<b>0</b>	<b>284</b>	<b>0</b>	<b>-11,684</b>	<b>-11,750</b>	<b>-66</b>	<b>G</b>
	<b>Directorate Total Net</b>	<b>208,748</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208,748</b>	<b>209,248</b>	<b>500</b>	<b>G</b>

## KEY TO TRAFFIC LIGHTS

On track to be within +/- 2% of year end budget
On track to be within +/- 5% of year end budget
Estimated outturn showing variance in excess of +/- 5% of year end budget

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May Financial Monitoring and Business Strategy Delivery Report: Social & Community Services  
CABINET - 21 July 2015

Pooled Budgets

Original Budget £m	Latest Budget £m		Variance Year End 2015 £m	Risk Share £m	Forecast Risk Share April 2015 £m	Change in Risk Share £m
		<b><u>Older People's &amp; Equipment Pool</u></b>				
70.725	71.425	Oxfordshire County Council	-0.344	-0.180	+0.000	-0.180
33.897	33.897	Better Care Fund	+0.000	+0.000	+0.000	+0.000
82.699	90.610	Oxfordshire Clinical Commissioning Group	+0.000	-0.164	+0.000	-0.164
<b>187.321</b>	<b>195.932</b>	<b>Total Older People's &amp; Equipment Pool</b>	<b>-0.344</b>	<b>-0.344</b>	<b>+0.000</b>	<b>-0.344</b>
		<b><u>Physical Disabilities Pool</u></b>				
12.027	11.370	Oxfordshire County Council	-0.336	-0.306	+0.000	-0.306
7.219	7.345	Oxfordshire Clinical Commissioning Group	-0.156	-0.186	+0.000	-0.186
<b>19.246</b>	<b>18.715</b>	<b>Total Physical Disabilities Pool</b>	<b>-0.492</b>	<b>-0.492</b>	<b>+0.000</b>	<b>-0.492</b>
		<b><u>Learning Disabilities Pool</u></b>				
68.755	68.755	Oxfordshire County Council	+0.698	+0.698	+0.000	+0.698
13.083	13.083	Oxfordshire Clinical Commissioning Group	+0.123	+0.123	+0.000	+0.123
<b>81.838</b>	<b>81.838</b>	<b>Total Learning Disabilities Pool</b>	<b>+0.821</b>	<b>+0.821</b>	<b>+0.000</b>	<b>+0.821</b>
<b>151.507</b>	<b>151.550</b>	<b>Total Oxfordshire County Council</b>	<b>+0.018</b>	<b>+0.212</b>	<b>+0.000</b>	<b>+0.212</b>
<b>33.897</b>	<b>33.897</b>	<b>Total Better Care Fund</b>	<b>+0.000</b>	<b>+0.000</b>	<b>+0.000</b>	<b>+0.000</b>
<b>103.000</b>	<b>111.038</b>	<b>Total Oxfordshire Clinical Commissioning Group</b>	<b>-0.033</b>	<b>-0.227</b>	<b>+0.000</b>	<b>-0.227</b>
<b>288.404</b>	<b>296.485</b>	<b>Total Pooled Budgets</b>	<b>-0.015</b>	<b>-0.015</b>	<b>+0.000</b>	<b>-0.015</b>

**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 21 July 2015**  
**Budget Monitoring**

Ref	Directorate	BUDGET 2015/16					Outturn Forecast Year end Spend/Income £000 (8)	Projected Year end Variation underspend - overspend + £000 (9)	Projected Year end Variance Traffic Light (13)
		Original Budget £000 (3)	Brought Forward from 2014/15 Surplus + Deficit - £000 (4)	Virements to Date £000 (5)	Supplementary Estimates to Date £000 (6)	Latest Estimate £000 (7)			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(13)
EE1	<b>Strategy and Infrastructure</b>								
	Gross Expenditure	13,304		23	0	13,327	13,340	13	G
	Gross Income	-5,835		-23	0	-5,858	-5,861	-3	G
		<b>7,469</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,469</b>	<b>7,479</b>	<b>10</b>	<b>G</b>
EE2	<b>Commercial</b>								
	Gross Expenditure	118,492		-41	0	118,451	120,386	1,935	G
	Gross Income	-38,221		34	0	-38,187	-38,187	0	G
		<b>80,271</b>	<b>0</b>	<b>-7</b>	<b>0</b>	<b>80,264</b>	<b>82,199</b>	<b>1,935</b>	<b>A</b>
EE3	<b>Oxfordshire Customer Services</b>								
	Gross Expenditure	33,001		-4,545	0	28,456	29,157	701	A
	Gross Income	-13,505		4,416	0	-9,089	-9,088	1	G
		<b>19,496</b>	<b>0</b>	<b>-129</b>	<b>0</b>	<b>19,367</b>	<b>20,069</b>	<b>702</b>	<b>A</b>
	<b>Non Negotiable Support Service Recharges</b>								
	Gross Expenditure	7,090		-3,558	0	3,532	3,532	0	G
	Gross Income	-37,745		3,558	0	-34,187	-34,187	0	G
		<b>-30,655</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-30,655</b>	<b>-30,655</b>	<b>0</b>	<b>G</b>
	Less recharges within directorate	-13,788				-13,788	-13,788	0	G
		13,788				13,788	13,788	0	G
	<b>Directorate Expenditure Total</b>	<b>158,099</b>	<b>0</b>	<b>-8,121</b>	<b>0</b>	<b>149,978</b>	<b>152,627</b>	<b>2,649</b>	<b>G</b>
	<b>Directorate Income Total</b>	<b>-81,518</b>	<b>0</b>	<b>7,985</b>	<b>0</b>	<b>-73,533</b>	<b>-73,535</b>	<b>-2</b>	<b>G</b>
	<b>Directorate Total Net</b>	<b>76,581</b>	<b>0</b>	<b>-136</b>	<b>0</b>	<b>76,445</b>	<b>79,092</b>	<b>2,647</b>	<b>A</b>

## KEY TO TRAFFIC LIGHTS

On track to be within +/- 2% of year end budget
On track to be within +/- 5% of year end budget
Estimated outturn showing variance in excess of +/- 5% of year end budget

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**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 21 July 2015**  
**Budget Monitoring**

Ref	Directorate	BUDGET 2015/16					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2014/15 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Estimate			
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	(13)
<b>CEO1</b>	<b>Chief Executive &amp; Business Support</b>								
	Gross Expenditure	848		350	0	1,198	1,198	0	G
	Gross Income			-350	0	-350	-350	0	G
		<b>848</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>848</b>	<b>848</b>	<b>0</b>	<b>G</b>
<b>CEO2</b>	<b>Human Resources</b>								
	Gross Expenditure	2,741		324	0	3,065	3,006	-59	G
	Gross Income	-3		-183	0	-186	-186	0	G
		<b>2,738</b>	<b>0</b>	<b>141</b>	<b>0</b>	<b>2,879</b>	<b>2,820</b>	<b>-59</b>	<b>A</b>
<b>CEO3</b>	<b>Corporate Finance &amp; Internal Audit</b>								
	Gross Expenditure	3,597		91	0	3,688	3,731	43	G
	Gross Income	-705		-17	0	-722	-722	0	G
		<b>2,892</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>2,966</b>	<b>3,009</b>	<b>43</b>	<b>G</b>
<b>CEO4</b>	<b>Law &amp; Culture</b>								
	Gross Expenditure	17,907		30	0	17,937	18,112	175	G
	Gross Income	-7,201		-26	0	-7,227	-7,227	0	G
		<b>10,706</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10,710</b>	<b>10,885</b>	<b>175</b>	<b>G</b>
<b>CEO5</b>	<b>Strategy &amp; Communications</b>								
	Gross Expenditure	916		2	0	918	822	-96	R
	Gross Income	0		-2	0	-2	-2	0	G
		<b>916</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>916</b>	<b>820</b>	<b>-96</b>	<b>R</b>

**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 21 July 2015**  
**Budget Monitoring**

Ref	Directorate	BUDGET 2015/16					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2014/15 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Estimate			
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	(13)
CEO6	<b>Corporate &amp; Democratic Core</b>								
	Gross Expenditure	2,141		0	0	2,141	2,141	0	G
	Gross Income			0	0	0	0	0	
		<b>2,141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,141</b>	<b>2,141</b>	<b>0</b>	<b>G</b>
	<b>Non Negotiable Support Service Recharges</b>								
	Gross Expenditure	5,879		-3,558	0	2,321	2,321	0	G
	Gross Income	-7,327		3,558	0	-3,769	-3,769	0	G
		<b>-1,448</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-1,448</b>	<b>-1,448</b>	<b>0</b>	<b>G</b>
	Less recharges within directorate	-2,293				-2,293	-2,293	0	G
		2,293				2,293	2,293	0	G
	<b>Directorate Expenditure Total</b>	<b>31,736</b>	<b>0</b>	<b>-2,761</b>	<b>0</b>	<b>28,975</b>	<b>29,038</b>	<b>63</b>	<b>G</b>
	<b>Directorate Income Total</b>	<b>-12,943</b>	<b>0</b>	<b>2,980</b>	<b>0</b>	<b>-9,963</b>	<b>-9,963</b>	<b>0</b>	<b>G</b>
	<b>Directorate Total Net</b>	<b>18,793</b>	<b>0</b>	<b>219</b>	<b>0</b>	<b>19,012</b>	<b>19,075</b>	<b>63</b>	<b>G</b>

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KEY TO TRAFFIC LIGHTS	On track to be within +/- 2% of year end budget	G
	On track to be within +/- 5% of year end budget	A
	Estimated outturn showing variance in excess of +/- 5% of year end budget	R

Financial Monitoring and Business Strategy Delivery Report  
CABINET - 21 July 2015  
Budget Monitoring

Ref	Directorate	BUDGET 2015/16					Outturn Forecast Year end Spend/Income £000 (8)	Projected Year end Variation underspend - overspend + £000 (9)	Projected Year end Variance Traffic Light Indicator (13)
		Original Budget £000 (3)	Brought Forward from 2014/15 Surplus + Deficit - £000 (4)	Virements to Date £000 (5)	Supplementary Estimates to Date £000 (6)	Latest Estimate £000 (7)			
(1)	(2)								
PH1	<b>LA Commissioning Responsibilities - Nationally Defined</b>								
	Gross Expenditure	14,728		0	0	14,728	14,709	-19	G
	Gross Income	0		0	0	0	0	0	
		<b>14,728</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,728</b>	<b>14,709</b>	<b>-19</b>	<b>G</b>
PH2	<b>LA Commissioning Responsibilities - Locally defined</b>								
	Gross Expenditure	15,629		0	0	15,629	15,439	-190	G
	Gross Income	-604		0	0	-604	-603	1	G
		<b>15,025</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,025</b>	<b>14,836</b>	<b>-189</b>	<b>G</b>
PH3	<b>Public Health Recharges</b>								
	Gross Expenditure	94		0	0	94	98	4	A
	Gross Income	0		0	0	0	0	0	
		<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>98</b>	<b>4</b>	<b>A</b>
PH4	<b>Grant Income</b>								
	Gross Expenditure	0		0	0	0	0	0	
	Gross Income	-29,847		0	0	-29,847	-29,847	0	G
		<b>-29,847</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-29,847</b>	<b>-29,847</b>	<b>0</b>	<b>G</b>
	<b>Transfer to Public Health Reserve</b>						<b>204</b>	<b>204</b>	
	<b>Non Negotiable Support Service Recharges</b>								
	Gross Expenditure	572			0	572	572	0	G
	Gross Income (funded by Grant Income)	-572			0	-572	-572	0	G
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
	Less recharges within directorate	0				0	0	0	
	<b>Directorate Expenditure Total</b>	<b>31,023</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31,023</b>	<b>31,022</b>	<b>-1</b>	<b>G</b>
	<b>Directorate Income Total</b>	<b>-31,023</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-31,023</b>	<b>-31,022</b>	<b>1</b>	<b>G</b>
	<b>Directorate Total Net</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## KEY TO TRAFFIC LIGHTS

On track to be within +/- 2% of year end budget

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Estimated outturn showing variance in excess of +/- 5% of year end budget

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**Financial Monitoring and Business Strategy Delivery Report  
CABINET - 21 July 2015**

**CABINET IS RECOMMENDED TO APPROVE THE VIREMENTS AS DETAILED BELOW:**

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
CEF	July	Transfer of funding for housing pathway from Social Care to Corporate Parenting	CEF2-2	Social Care	P	1,111.0	
			CEF2-3	Corporate Parenting	P		-1,111
E&E	July	Review of Highways Maintenance Budgets within E&E.	EE2-31 to EE2-34	Network and Asset Management	P	563	
			EE2-35	Countryside and Records	P	-94	
			EE2-4	Delivery	P	-684	
			EE2-52	Highways & Transport Contract & Performance Management	P	215	
Inter-directorate	July	Transfer of funding from the Older People and Equipment Pooled Budget Contribution to Corporate Contingency as agreed as part of the Section 75 agreement	SCS1-1E, SCS1-1A	Older People and Equipment Pooled Budget Contribution	P	-530.0	
			SM	Strategic Measures	P		530.0
		Correction of the income and expenditure budgets relating to the Thriving Families Grant	CEF1-3	Early Intervention	T	491	
			SM	Strategic Measures	T		-491
Grand Total						1,072.0	-1,072.0

**Financial Monitoring and Business Strategy Delivery Report  
CABINET - 21 July 2015**

**Supplementary Estimates**

**SUPPLEMENTARY ESTIMATES REQUESTED THIS REPORT**

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
E&E	July	Transfer of remaining Severe Weather Recovery Grant to E&E			T	2050	
Grand Total						2050.0	0.0

**May Financial Monitoring & Business Strategy Delivery Report**  
**CABINET 21 July 2015**  
**Oxfordshire County Council's Treasury Management Lending List**  
as at 16 April 2015

Counterparty Name	Lending Limits			
	Standard Limit £	Group Limit £	Group	Period Limit
<b><u>PENSION FUND Call Accounts / Money Market Funds</u></b>				
Santander UK plc - PF A/c				100 days
Lloyds TSB Bank plc - Callable Deposit A/c (OXFORDCCPEN)				100 days
Ignis Sterling Liquidity Fund - (Pension Fund)				6 mths
Svenska Handelsbanken - Call A/c (Pension Fund)				6 mths
<b><u>Call Accounts / Money Market Funds</u></b>				
Santander UK plc - Main A/c	15,000,000	15,000,000	a	100 days
Close Brothers Ltd - 95 day notice A/c	10,000,000	10,000,000	d	100 days
Lloyds TSB Bank plc - Callable Deposit A/c	25,000,000	25,000,000	b	100 days
Svenska Handelsbanken - Call A/c	25,000,000	25,000,000	c	6 mths
Goldman Sachs Sterling Liquid Reserves Fund	25,000,000			6 mths
Deutsche Managed Sterling Fund	25,000,000			6 mths
Federated (Prime Rate)	12,000,000			6 mths
Ignis Sterling Liquidity Fund - (County Council)	25,000,000			6 mths
Morgan Stanley Sterling Liquidity Fund	5,000,000			O/N
Legal and General Investment Management	25,000,000			6 mths
<b><u>Money Market Deposits</u></b>				
Santander UK plc	15,000,000	15,000,000	a	100 days
Bank of Montreal	25,000,000			6 mths
Bank of Nova Scotia	25,000,000			6 mths
Barclays Bank Plc	15,000,000			100 days
Canadian Imperial Bank of Commerce	25,000,000			6 mths
Close Brothers Ltd	10,000,000	10,000,000	d	100 days
Commonwealth Bank of Australia	25,000,000			6 mths
Coventry Building Society	15,000,000			100 days
Credit Suisse	15,000,000			100 days
DBS Bank (Development Bank of Singapore)	25,000,000			6 mths
Debt Management Account Deposit Facility	100% Portfolio			6 mths
Goldman Sachs International Bank	15,000,000			100 days
English, Welsh and Scottish Local Authorities (limit applies to individual authorities)	30,000,000			3 years
HSBC Bank plc	25,000,000			6 mths
Lloyds TSB Bank plc	25,000,000	25,000,000	b	100 days
Landesbank Hessen-Thuringen (Helaba)	20,000,000			100 days
National Australia Bank	25,000,000			6 mths
National Bank of Canada	10,000,000			100 days
Nationwide Building Society	15,000,000			100 days
Oversea-Chinese Banking Corp	25,000,000			6 mths
Rabobank Group	25,000,000			6 mths
Royal Bank of Canada	25,000,000			6 mths
Standard Chartered Bank	25,000,000			6 mths
Svenska Handelsbanken	25,000,000	25,000,000	c	6 mths
Toronto-Dominion Bank	25,000,000			6 mths
United Overseas Bank	25,000,000			6 mths

Financial Monitoring and Business Strategy Delivery Report  
CABINET -21 July 2015  
EARMARKED RESERVES

Earmarked Reserves	2015/16			Balance at 31 March 2016 £000	Commentary
	Balance at 1 April 2015 £000	Movement			
		Contributions from Reserve £000	Contributions to Reserve £000		
<b>Revenue Reserves</b>					
<b>Schools' Reserves</b>	<b>21,919</b>	<b>-1,053</b>		<b>20,866</b>	Includes the school set up fund of £5.9m which will be used to address expected budget pressures in future years in funding for pupil growth, or basic needs revenue funding for the creation of new schools and academies.
<b>Cross Directorate Reserves</b>					
Vehicle and Equipment Reserve	2,375	-208		2,167	Forecast includes funding for Fire & Rescue Service vehicles and equipment.
Grants and Contributions Reserve	18,724	-2,839	204	16,089	Forecast includes £10.576m Dedicated Schools Grant and £3.474m Public Health Grant.
ICT Projects	634	-350		284	To be used to fund ICT projects that span financial years including Framework-i in CE&F and the replacement for OCN
Government Initiatives	1,086	-850		236	
<b>Total Cross Directorate</b>	<b>22,819</b>	<b>-4,247</b>	<b>204</b>	<b>18,776</b>	
<b>Directorate Reserves CE&amp;F</b>					
CE&F Commercial Services	501	-31		470	To be used to support commercial services within CE&F. Includes Outdoor Education Centres (£0.313m) and Governor Services (£0.157m).
School Intervention Fund	450	-450			For school improvement projects in line with Education Strategy.
Thriving Families	1,761	-573		1,188	Will be used to fund Thriving Families project in 2015/16 and future years.
Children's Social Care	726	-706		20	£0.206m carry forward requested relating to Supported Housing funding from ASC. £0.500m retained to cover transitional set up costs related to the Placement Strategy and in particular the new Children's Homes, mainly in relation to staffing.
Foster Carer Loans	220			220	To meet Children's Act loans write off and interest costs in future years.
Academies Conversion Support	470	-470			To manage the costs arising in legal services, human resources, property, finance and other areas as a consequence of school conversions to academies, and to provide the opportunity to investigate and implement alternate trust structures for groups of schools considering conversion to academies.
Early Intervention Service Reserve	28	-28			To fund various projects with the Early Intervention Service and the replacement of equipment
<b>Total CE&amp;F</b>	<b>4,156</b>	<b>-2,258</b>		<b>1,898</b>	
<b>S&amp;CS</b>					
Older People Pooled Budget Reserve	2,866	-221		2,645	To be used in future years as agreed by the Joint Management Group
Physical Disabilities Pooled Budget Reserve	544			544	To be used in future years as agreed by the Joint Management Group
Learning Disabilities Pooled Budget Reserve	95			95	£0.095m relates to the transfer of property
Fire Control	40	-40			Funding of the proposed joint Thames Valley Fire Control Centre, including specific revenue grant for this programme. Costs relating to the secondary control room will slip into 2015/16
Fire & Rescue & Emergency Planning Reserve	129			129	To be used for unbudgeted fire hydrant work and renewal of IT equipment
Community Safety Reserve	156			156	This reserve will be used for improvements to play areas at the Wheatley and Redbridge Gypsy and Travellers sites and to support the cost of complex Trading Standards investigations.
<b>Total S&amp;CS</b>	<b>3,830</b>	<b>-261</b>		<b>3,569</b>	

Financial Monitoring and Business Strategy Delivery Report  
CABINET -21 July 2015  
EARMARKED RESERVES

Earmarked Reserves	2015/16				Commentary
	Balance at 1 April 2015	Movement		Balance at 31 March 2016	
		Contributions from Reserve	Contributions to Reserve		
	£000	£000	£000	£000	
<b>E&amp;E</b>					
Highways and Transport Reserve	37	-4		33	One off budget contribution will now be used to support bridges investigation work in 2015/16. This surplus has arisen under the operation of the Road Traffic Regulation Act 1984 (section 55). The purposes for which these monies can be used are defined by statute and a summary of the income and expenditure is included in the Provisional Outturn Report to Cabinet in June.
On Street Car Parking	1,445	-1,402	1,476	1,519	
Countryside Ascott Park - Historical Trail	21		1	22	To be used to fund future repair and maintenance costs
SALIX Energy Schemes	376			376	To be used for energy saving schemes in the future
Oxfordshire Waste Partnership Joint Reserve	12	-12			This reserve holds the revenue proportion of the unutilised element of the performance reward grant secured by the Oxfordshire Waste Partnership (OWP)
Dix Pit Engineering Works & WRC Development	730	-110		620	To fund engineering (cell) work at Dix Pit waste management site and any other on-going liabilities due to the closure of other landfill sites.
Waste Management	380	-366		14	To fund financial liabilities due to any contract deficit mechanism payments as part of the Enqery from Waste Contract.
Property Disposal Costs	235			235	To meet disposal costs in excess of the 4% eligible to be charged against capital receipts
Developer Funding (Revenue)	475			475	To meet the costs of monitoring Section 106 agreements
West End Partnership	56			56	This reserve is to ring-fence funding relating to the West End Project
Catering Investment Fund (formerly FWT)	1,118			1,118	To be used to fund catering improvements in Schools plus a contingency for unforeseen costs
Asset Rationalisation	237	-237			Investment fund for the implementation of the asset rationalisation strategy
Job Clubs	7	-7			To be spent on Job Clubs in 2015/16
Minerals and Waste Project	46	-46			To fund the Minerals and Waste project
Joint Use (moved from CE&F)	814		170	984	Will be used to support the joint-use agreements with the district councils in future years.
LABGI Funding to support Local Enterprise Partnership	198	-66		132	This reserve contains LABGI funding that has been allocated by Cabinet to support the Local Enterprise Partnership .
OCS Development Reserves	262	-262			To be used to develop the Customer Service Centre and the Transforming Oxfordshire Customer Services Project
Money Management Reserve					Contingency in case of an overspend if income received is less than budget
Oxford Western Conveyance	350		350	700	To hold Oxford Western Conveyance flood relief scheme contributions
Oxfordshire - Buckinghamshire partnership	398	-395		3	This reserve is to ring-fence funding for the Oxfordshire & Buckinghamshire Partnership graduate teacher training programme
<b>Total E&amp;E</b>	<b>7,197</b>	<b>-2,907</b>	<b>1,997</b>	<b>6,287</b>	
<b>Chief Executive's Office</b>					
Coroner's Service	40			40	This was used to support the projects in 2015/16
Council Elections	232		199	431	This will be used to fund future elections. In years where no County Elections take place any underspend on the Council Elections budget will be transferred to this reserve.
Registration Service	404	-102		302	To be used for refurbishing the Registration buildings and facilities
Cultural Services Reserve	1,029	-457		572	To be used to update software & hardware to maintain an effective library management system.
<b>Total - CEO</b>	<b>1,705</b>	<b>-559</b>	<b>199</b>	<b>1,345</b>	
<b>Directorate Reserves</b>	<b>16,888</b>	<b>-5,985</b>	<b>2,196</b>	<b>13,099</b>	
<b>Corporate</b>					
Carry Forward Reserve	196	-196			The Carry Forward reserve allows budget managers to carry forward under and over spent budgets between financial years in accordance with the County Council's budget management arrangements. subject to Cabinet approval.
Efficiency Reserve	1,748	-913	2,000	2,835	This reserve is being used to support the implementation of the business strategies and the Medium Term Financial Plan.
<b>Corporate Total</b>	<b>1,944</b>	<b>-1,109</b>	<b>2,000</b>	<b>2,835</b>	
<b>Total Revenue Reserves</b>	<b>63,570</b>	<b>-12,394</b>	<b>4,400</b>	<b>55,576</b>	

Financial Monitoring and Business Strategy Delivery Report  
 CABINET -21 July 2015  
 EARMARKED RESERVES

Earmarked Reserves	2015/16				Balance at 31 March 2016	Commentary
	Balance at 1 April 2015	Movement		Balance at 31 March 2016		
		Contributions from Reserve	Contributions to Reserve			
	£000	£000	£000	£000		
<b>Other Reserves</b>						
<b>Insurance Reserve</b>	<b>4,516</b>			<b>4,516</b>		
<b>Capital Reserves</b>						
Capital Reserve	23,335			23,335		This reserve has been established for the purpose of financing capital expenditure in future years. Contributions include £2m from the Public Health Reserve for use on the Children's Homes project.
Rolling Fund Reserve	2,541	-2,541				This reserve has been established to facilitate, through forward funding, the timely provision of infrastructure that supports planned growth.
Prudential Borrowing Reserve	8,898	-203	950	9,645		This reserve was created as part of the 2008/09 budget setting process to meet the costs of borrowing for increased funding for the capital programme. Similar contributions are to be made each year with draw downs being required as costs are incurred.
<b>Total Capital Reserves</b>	<b>34,774</b>	<b>-2,744</b>	<b>950</b>	<b>32,980</b>		
<b>Cash Flow Reserves</b>						
Budget Reserve - 2013/14 to 2016/17	8,806	-4,746	2,896	6,956		This reserve is being used to manage the cash flow implications of the variations to the Medium Term Financial Plan.
<b>Total Cash Flow Reserves</b>	<b>8,806</b>	<b>-4,746</b>	<b>2,896</b>	<b>6,956</b>		
<b>Total Other Reserves</b>	<b>48,096</b>	<b>-7,490</b>	<b>3,846</b>	<b>44,452</b>		
<b>Total Reserves</b>	<b>111,666</b>	<b>-19,884</b>	<b>8,246</b>	<b>100,028</b>		

**Provisional Revenue Outturn 2014/15**  
**CABINET - 23 June 2015**  
**General Revenue Balances**

Date	Forecast 2014/15		Budget 2014/15 £m
	£m	£m	
General Balances: Outturn 2014/15	22.247		17.517
County Fund Balance		<b>22.247</b>	<b>17.517</b>
Planned Contribution to Balances		2.000	2.000
Planned Contribution from Balances			
<b>Original forecast outturn position 2014/15</b>		<b>24.247</b>	<b>19.517</b>
<b>Additions</b>			
Underspend on Strategic Measures		0.000	0.000
<b>Calls on balances deducted</b>			
Total calls on balances		0.000	-2.000
<b>Automatic calls on/returns to balances</b>			
		0.000	
<b>Additional Strategic Measures</b>			
		0.000	
<b>Other items</b>			
		0.000	
<b>Net General Balances</b>		<b>24.247</b>	<b>17.517</b>
Severe Weather Recovery Scheme Grant Funding received in 2013/14		3.039	
less planned use of grant for schemes in 2014/15		-1.629	
add grant not required in 2014/15		0.640	
less planned use of grant for schemes in 2015/16		-2.050	
<b>Total Balances including Severe Weather Recovery Scheme Grant</b>		<b>24.247</b>	<b>17.517</b>
<b>Total Gross Expenditure Budget</b>		<b>831.083</b>	<b>831.083</b>
<b>Balances as a % of Gross Expenditure</b>		<b>2.92%</b>	<b>2.11%</b>
<b>Net Balances</b>		<b>24.247</b>	
<b>Calls on / returns to balances agreed but not actioned</b>			
		0.000	
<b>Calls on / returns to balances requested in this report</b>			
Transfer to Efficiency Reserve and Budget Reserve to be approved by Council 14 July 2015		-4.700	
<b>Forecast Variation at Year End</b>			
Less forecast directorate overspend (as set out in Annex 1)		-5.630	
Add estimated underspend on Strategic Measures		0.000	
<b>Revised Outturn position</b>		<b>13.946</b>	

**Financial Monitoring and Business Strategy Delivery Report  
CABINET - 21 July 2015**

**Ringfenced Government Grant Details - 2015/16**

<b>Directorate</b>	<b>2015/16 Budget Book</b>	<b>In year Adjustments / New Allocations reported previously reported</b>	<b>In year Adjustments/ New Allocations reported this time</b>	<b>Latest Allocation</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
<b>Children, Education &amp; Families</b>				
Asylum (UASC & Post 18)	0.795			0.795
Dedicated Schools Grant	262.644			262.644
Education Funding Agency – Sixth Form and Bursary Funding	4.537			4.537
PE and Sport Grant 2014/15 (£1.013m payable in 2014/15 with a further instalment of £0.723m in April 2015)	0.723			0.723
Pupil Premium	10.149			10.149
Remand	0.064			0.064
Universal Infant Free School Meals	5.693			5.693
Youth Justice Board	0.680			0.680
<b>Total Children, Education &amp; Families</b>	<b>285.285</b>	<b>0.000</b>	<b>0.000</b>	<b>285.285</b>
<b>Environment &amp; Economy</b>				
<b>Environment &amp; Economy Directorate Grants</b>	3.697			3.697
Skills Funding Agency - Adult Education	0.209			0.209
Education Funding Agency (Formerly the YPLA)	1.000			1.000
Local Sustainable Transport Fund Grant	0.795			0.795
Bus Service Operators Grant	0.242		0.377	0.619
DCLG - Foodwise Project			0.095	0.095
Natural England				0.000
<b>Subtotal Environment &amp; Economy Directorate Grants</b>	<b>5.943</b>	<b>0.000</b>	<b>0.472</b>	<b>6.415</b>

**Financial Monitoring and Business Strategy Delivery Report  
CABINET - 21 July 2015**

**Ringfenced Government Grant Details - 2015/16**

Directorate	2015/16 Budget Book	In year Adjustments / New Allocations reported previously reported	In year Adjustments/ New Allocations reported this time	Latest Allocation
	£m	£m	£m	£m
<b>Grants held on behalf of Local Enterprise Partnership</b>				
Regional Growth Fund - Oxford Innovation Business Support	0.896		0.148	1.044
BIS - Oxford Innovation Business Support	0.250		-0.197	0.053
SEEDA - Oxford Innovation Business Support	0.144			0.144
DCLG (Local Enterprise Partnership Funding)	0.500			0.500
City Deal Skills Grant	0.590			0.590
<b>Subtotal Grants held on behalf of Local Enterprise Partnership</b>	<b>2.380</b>	<b>0.000</b>	<b>-0.049</b>	<b>2.331</b>
				0.000
<b>Total Environment &amp; Economy</b>	<b>8.323</b>	<b>0.000</b>	<b>0.423</b>	<b>8.746</b>
<b>Public Health</b>				
Public Health Grant	30.419			30.419
<b>Total Public Health</b>	<b>30.419</b>	<b>0.000</b>	<b>0.000</b>	<b>30.419</b>
<b>Chief Executive's Office</b>				
Music	0.642			0.642
Arts Council			0.048	0.048
Find Your Voice			0.015	0.015
<b>Total Chief Executive's Office</b>	<b>0.642</b>	<b>0.000</b>	<b>0.063</b>	<b>0.705</b>
<b>Total</b>	<b>324.669</b>	<b>0.000</b>	<b>0.486</b>	<b>325.155</b>

**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 21 July 2015**  
**Fees and Charges**

Traffic Regulation Orders

1. Developers in Oxfordshire will frequently require - as part of the highway works specified as a condition of planning consent - a new or amended Traffic Regulation Order (TRO) to be promoted, or another statutory consultation to be carried out (most commonly for traffic calming measures or the provision of new pedestrian crossings).
2. A draft charging schedule has accordingly been prepared which is based on the staff time and other costs (for example placing the newspaper notices which are legally required) typically incurred and, with the approval of Cabinet, would be introduced with effect from 1 August 2015.
3. Occasionally highway works requiring a TRO or other statutory consultation are funded by parish councils. It is proposed that the draft charging schedule should also apply to these works, although with discretion for reductions to be made in cases where the works significantly contribute to a Local Transport Plan objective, and which would otherwise be a priority were the County Council to have funding available.
4. The proposed charges are as follows:
  - a) Standard Traffic Regulation Order: £2,500
  - b) Other consultations requiring placing of single newspaper notice and no input from legal services team: £750 - includes pedestrian crossings; traffic calming schemes incorporating road humps.
  - c) Other consultation not requiring placing of newspaper notice: £500 - includes traffic calming measures other than road humps, footway to shared use conversions etc.
  - d) Parking permit exclusions requiring a Traffic Regulation Order amendment arising from planning permission conditions for new development - £2000

If the proposed scheme requires an additional consultation in the event of proposals being amended in the light of the responses received in a prior consultation, the Council reserves the right to charge for this second consultation due to the costs involved.

**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 21 July 2015**  
**Fees and Charges**

**Registration – New Booking Fees**

1. During 2015/16 the Registration Service is required to make savings and increase income. In total this amounts to £82,107. As Central Government have announced that registration fees will not be subject to any increase this year the service is unable to increase their statutory fees and charges. The service has already increased other charges and has reviewed areas for potential income generation. Research has suggested a booking/cancellation fee could be introduced to generate additional income.

2. In Oxfordshire, the Registration Service carries out around 2,500 ceremonies per year such as civil marriages, civil partnerships, naming, renewal of vows etc. However, if someone books and subsequently cancels their wedding, we do not currently charge them a cancellation fee or retain any deposit. This means that if we are unable to fill the vacant timeslot we lose a considerable amount of income from that cancelled ceremony and also waste resources to undertake the booking process and other ancillary duties.

Page 54 A draft Terms and Conditions document has been prepared (agreed by Legal Services) which sets out the arrangements for bookings / cancellation. With the approval of Cabinet, we would like to introduce this with effect from September 2015.

44 The proposed booking fees (which represent no additional cost to those that complete the ceremony) are as follows:

- Non-refundable £46 booking fee for statutory civil marriage and civil partnership bookings at a Register Office
- Non-refundable £50 booking fee for all other ceremonies such as those undertaken at an Approved Venue.

5. The Statutory £46 fee was arrived at as this is the full cost of the ceremony. Because this is a statutory fee we do not have the powers to charge more. The £50 fee was arrived at as this covers the cost of administrative changes and research shows this is in line with what other authorities charge.

6. It is difficult to anticipate how much additional income could be achieved through these new charges as we know from other local authorities that clients will take more care when booking if a non-refundable deposit is levied.

Financial Monitoring Report Cabinet 21 July 2015  
 Capital Programme: 2015/16 To 2018/19  
 Summary

Directorate	Latest Approved Capital Programme (Cabinet February 2015)				Latest Forecast				Variation				Current Year Expenditure Monitoring				Performance Compared to Original Programme (Council February 2015)		
	2014/15	Current Year 2015/16	Future Years	Total	2014/15 outturn	Current Year 2015/16	Future Years	Total	2014/15 outturn	Current Year	Future Years	Total	Actual expenditure to date	Commitments	Expenditure Realisation Rate	Actuals & Commitments	Current Year	Variation	Use of Resources Variation
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	%	%	£'000s	£'000s	%
Children, Education & Families 1 - OCC	37,101	43,420	83,268	163,789	34,003	49,981	85,075	169,059	-3,098	6,561	1,807	5,270	-169	21,160	0%	62%	43,420	6,561	15%
CEF Programme Reductions to be identified	0	0	-5,814	-5,814	0	0	-5,814	-5,814	0	0	0	0							
Social & Community Services	3,066	3,304	30,848	37,218	1,824	2,547	32,367	36,738	-1,242	-757	1,519	-480	-88	1,306	-5%	67%	3,304	-757	-23%
Environment & Economy 1 - Transport	49,937	61,644	69,887	181,468	43,083	63,650	101,978	208,711	-6,854	2,006	32,091	27,243	-2,179	27,164	-5%	58%	61,644	2,006	3%
Environment & Economy 2 - Other Property Development Programmes	10,683	13,672	10,414	34,769	8,882	10,931	19,180	38,993	-1,801	-2,741	8,766	4,224	-2,295	3,047	-26%	8%	13,672	-2,741	-20%
Chief Executive's Office	874	3,160	1,615	5,649	249	3,821	1,615	5,685	-625	661	0	36	-25	35	-10%	4%	3,160	661	21%
<b>Total Directorate Programmes</b>	<b>101,661</b>	<b>125,200</b>	<b>190,218</b>	<b>417,079</b>	<b>88,041</b>	<b>130,930</b>	<b>234,401</b>	<b>453,372</b>	<b>-13,620</b>	<b>5,730</b>	<b>44,183</b>	<b>36,293</b>	<b>-4,756</b>	<b>52,712</b>	<b>-5%</b>	<b>54%</b>	<b>125,200</b>	<b>5,730</b>	<b>5%</b>
Schools Local Capital	2,500	2,200	2,661	7,361	3,097	2,031	2,296	7,424	597	-169	-365	63	0	0	0%	0%	2,200	-169	-8%
Earmarked Reserves	915	0	45,568	46,483	856	617	45,683	47,156	-59	617	115	673					0	617	100%
<b>OVERALL TOTAL</b>	<b>105,076</b>	<b>127,400</b>	<b>238,447</b>	<b>470,923</b>	<b>91,994</b>	<b>133,578</b>	<b>282,380</b>	<b>507,952</b>	<b>-13,082</b>	<b>6,178</b>	<b>43,933</b>	<b>37,029</b>	<b>-4,756</b>	<b>52,712</b>	<b>-5%</b>	<b>52%</b>	<b>127,400</b>	<b>6,178</b>	<b>5%</b>

## Financial Monitoring Report Cabinet 21 July 2015

## Capital Programme: 2015/16 To 2018/19

## In-year Expenditure Forecast Variations

Project / Programme Name	Previous 2015/16 Forecast*	Revised 2015/16 Forecast	Variation	Comments	
	£'000s	£'000s	£'000s		
<b>Children, Education &amp; Families Capital Programme</b>					
Bayards (New Scheme) - replacement of existing buildings (ED750)	500	850	350	Reprofile of project with forecast completion June 2015.	
<b>Existing Demographic Pupil Provision (Basic Needs Programme)</b>	7,000	2,481	-4,519	Overall £7.4m increase in programme forecast for 15/16	
Bletchingdon - Relocate School & Expansion to 0.5FE (ED841)	400	655	255		
Cheney - Expansion by 1FE (ED864)	1,472	1,750	278		
Oxford, Larkrise - Expansion to 2FE (ED845)	36	300	264		
Banbury, Frank Wise - Post 16 Provision (ED843)	1,252	1,600	348		
Oxford, Wolvercote - Expansion to 1.5FE (ED829)	1,550	1,950	400		
Banbury, Harriers Ground - Expansion to 2FE (ED878)	0	223	223		
Oxford, Windmill - Expansion to 3FE (ED832)	0	1,600	1,600		
Eynsham, Bartholomew - 1FE Expansion (ED856)	0	2,000	2,000		
Bicester, Bardwell - Post 16 Provision (ED855)	0	1,100	1,100		
Banbury, Hanwell Fields - Expansion to 2FE (ED840)	0	1,100	1,100		
Thame, John Hampden - Expansion to 2FE (ED854)	0	700	700		
Watchfield - Expansion to 2FE (ED834)	0	1,550	1,550		
Banbury, Hill View - Expansion to 3FE (ED825)	0	2,000	2,000		
<b>Growth Portfolio - New Schools</b>					
Didcot, Great Western Park - Secondary (Phase 1)	750	500	-250		
Bicester, South West - 14 classroom (ED822)	3,400	4,000	600		
Bicester Exemplar Eco-development - Primary 1 Phase 1 (7 classroom)	3,700	3,500	-200		
Oxford - Barton (West)	3,700	500	-3,200		
<b>Children's Home Programme</b>	3,800	743	-3,057	Draw down for projects below	
Thame - Assessment Centre (ED847/1)	0	2,105	2,105		
Didcot - Move on Home (ED847/1)	0	1,152	1,152		
Free School Meals (ED862)	143	1,577	1,434	New specific and additional grant allocations.	
Other small variations			328		
<b>CE&amp;F TOTAL IN-YEAR VARIATION</b>			<b>6,561</b>		
<b>Social And Community Services</b>					
ECH - New Schemes & Adaptations to Existing Properties	2,100	1,125	-975	Budget re-profiled into later years	
Other small variations			218		
<b>S&amp;CS TOTAL IN-YEAR VARIATION</b>			<b>-757</b>		

## Financial Monitoring Report Cabinet 21 July 2015

## Capital Programme: 2015/16 To 2018/19

## In-year Expenditure Forecast Variations

Project / Programme Name	Previous 2015/16 Forecast*	Revised 2015/16 Forecast	Variation	Comments
	£'000s	£'000s	£'000s	
<b>Environment &amp; Economy - Highways &amp; Transport Capital Programme</b>				
<b>Integrated Transport Strategy</b>				
Harwell Link Rd Section 1 B4493 to A417	2,710	545	-2,165	Construction pending resolution of land purchase.
Harwell Link Rd Section 2 Hagbourne Hill	2,531	2,088	-443	Construction Start now Sept 15.
Wolvercote Roundabout	3,573	3,013	-560	Construction Start now Sept 15.
Loop Farm Link Road	0	608	608	Initial BC approved Cabinet Feb 15.
Eastern Arc Phase 1 Access to Headington (project development)	0	300	300	Carried over from 14/15
Didcot Station Car Park Expansion (contribution)	8,000	8,620	620	Carried over from 14/15
Milton Interchange	5,475	6,171	696	Carried over from 14/15
A34 Chilton Junction Improvements	5,873	5,095	-778	Start date now delayed until July 15 subject to land purchase.
Didcot Northern Perimeter Road 3 (project development)	350	495	145	Carried over from 14/15
Frideswide Square	3,143	3,391	248	In year cost increase
The Plain Cycle Improvements	222	552	330	In year cost increase
Riverside routes to Oxford city centre	0	309	309	New project - Cycle City Ambition Grant 2. Initial BC approved Cabinet June 15.
Bicester Park and Ride	2,426	2,906	480	Works commenced May 15
<b>Highways Maintenance</b>				
Street Lighting	0	1,110	1,110	Total £14.540m programme. £12.950m DfT Challenge Fund grant over the 3 years 2015/16 to 2017/18. £1.590m match funding.
Drainage	0	1,000	1,000	
Edge Strengthening & Surfacing	0	1,490	1,490	
A478 Playhatch Road (project development)	0	120	120	New project development budget
A40 Aston Hill stabilisation work	0	95	95	New project
A4158 Oxford Iffley Road Remedial Works	0	153	153	Additional works required
Thames Towpath Reconstruction	306	0	-306	Budget transferred to CCAG2 scheme
Network Rail Electrification Bridge Betterment Programme	2,090	300	-1,790	Reprofiled to reflect Network Rail Programme
Other small variations			344	
<b>TRANSPORT TOTAL IN-YEAR VARIATION</b>			<b>2,006</b>	
<b>Environment &amp; Economy Capital Programme (excluding Transport)</b>				
Abbey House	0	173	173	Forecast costs to complete
Cambridge Terrace moves to Ron Groves House	101	516	415	Financial reprofile
Minor Works Programme	200	329	129	C/fwd from 2014/15
Energy Strategy Implementation (Non- Schools)	0	184	184	
Alkerton WRC	1,425	150	-1,275	Re-profiled
Waste Recycling Centre Infrastructure Development	2,799	340	-2,459	Re-profiled
Oxford Waste Partnership PRG Allocation	0	140	140	Re-profiled
Broadband (OxOnline) Project	6,844	6,591	-253	Extended programme re-profiled to later years
Other small variations			205	
<b>E&amp;E TOTAL IN-YEAR VARIATION</b>			<b>-2,741</b>	

## Financial Monitoring Report Cabinet 21 July 2015

Capital Programme: 2015/16 To 2018/19

## In-year Expenditure Forecast Variations

Project / Programme Name	Previous 2015/16 Forecast*	Revised 2015/16 Forecast	Variation	Comments
	£'000s	£'000s	£'000s	
<b>Chief Executive's Office Capital Programme</b>				
Bicester Library (CS13)	910	1,396	486	Re-profiled
Oxfordshire Museum	250	275	25	
Super Connected Cities Bid	0	150	150	
<b>CEO TOTAL IN-YEAR VARIATION</b>			<b>661</b>	
<b>CAPITAL PROGRAMME TOTAL IN-YEAR VARIATION</b>				
			<b>5,730</b>	

\*As approved by Cabinet February  
2015

## Financial Monitoring Report Cabinet 21 July 2015

## Capital Programme: 2015/16 To 2018/19

## New Schemes &amp; Budget Changes

Project / Programme Name	Previous Total Budget* £'000s	Revised Total Budget £'000s	Variation £'000s	Comments	
<b>Children, Education &amp; Families Capital Programme</b>					
<b>Existing Demographic Pupil Provision (Basic Needs Programme)</b>	24,337	14,708	-9,629	Overall £3.363m increase. Draw down of budget provision for the projects below plus addition of s106 funding where available.	
Oxford, New Marston - (Phase 4) (ED798)	1,384	1,465	81		
Woodstock - (Phase 3) Expansion to 1.5FE (ED809)	520	542	22		
Henley, Badgemore - (Phase 2) Expansion to 1FE (ED803)	1,903	2,200	297		
Cheney - Expansion by 1FE (ED864)	1,703	1,800	97		
Banbury, Harriers Ground - Expansion to 2FE (ED878)	0	236	236		
Oxford, Windmill - Expansion to 3FE (ED832)	112	2,166	2,054		
Eynsham, Bartholomew - 1FE Expansion (ED856)	0	2,209	2,209		
Bicester, Bardwell - Post 16 Provision (ED855)	0	1,388	1,388		
Banbury, Hanwell Fields - Expansion to 2FE (ED840)	0	1,301	1,301		
Thame, John Hampden - Expansion to 2FE (ED854)	0	809	809		
Watchfield - Expansion to 2FE (ED834)	46	1,745	1,699		
Banbury, Hill View - Expansion to 3FE (ED825)	76	2,875	2,799		
<b>Children's Home Programme</b>	7,671	4,136	-3,535		Draw down for projects below:
Thame - Assessment Centre (ED847/1)	81	2,357	2,276		
Didcot - Move on Home (ED847/1)	73	1,332	1,259		
Free School Meals (ED862)	1,993	4,046	2,053	New specific and additional grant allocations.	
Other small variations			-146		
<b>CE&amp;F TOTAL PROGRAMME SIZE VARIATION</b>			<b>5,270</b>		
<b>Social And Community Services</b>					
Deferred Interest Loans (CSDP)	1,056	897	-159	Not required in 14/15	
Joint Control room (SC111)	385	110	-275	Will be capital revenue switched.	
Other small variations			-46		
<b>S&amp;CS TOTAL PROGRAMME SIZE VARIATION</b>			<b>-480</b>		
<b>Environment &amp; Economy - Highways &amp; Transport Capital Programme</b>					
<b>Integrated Transport Strategy</b>					
Cuttleslowe Roundabout	4,100	5,177	1,077	Cost increase & full BC reported June 15 Cabinet.	
Wolvercote Roundabout	4,824	5,362	538	Cost increase & full BC reported June 15 Cabinet.	
Loop Farm Link Road	0	7,300	7,300	Initial BC approved Cabinet Feb 15.	
Wantage, Crab Hill (contribution)	0	2,450	2,450	Contribution to developer scheme approved April 15 Cabinet	
Frideswide Square	5,842	6,317	475	Budget amendment	
The Plain Cycle Improvements	1,346	1,581	235	Cost increase	
Riverside routes to Oxford city centre	0	3,667	3,667	New project - Cycle City Ambition Grant 2. Initial BC approved Cabinet June 15.	
Bicester Park and Ride	3,800	3,465	-335	Works commenced May 15	

## Financial Monitoring Report Cabinet 21 July 2015

## Capital Programme: 2015/16 To 2018/19

## New Schemes &amp; Budget Changes

Project / Programme Name	Previous Total Budget* £'000s	Revised Total Budget £'000s	Variation £'000s	Comments
<b>Highways Maintenance</b>				
Street Lighting	0	4,090	4,090	Total £14.540m programme. £12.950m DfT Challenge Fund grant over the 3 years 2015/16 to 2017/18. £1.590m match funding.
Drainage	0	3,750	3,750	
Edge Strengthening & Surfacing	0	6,700	6,700	
Surface Treatments Provisional programme	9,934	8,224	-1,710	Match funding for challenge fund and allocation to project development of B478 Playhatch Rd
A478 Playhatch Road (project development)	0	120	120	New project development budget
A40 Aston Hill stabilisation work	0	112	112	New project
A4158 Oxford Iffley Road Remedial Works	0	153	153	Additional works required
Thames Towpath Reconstruction	595	287	-308	Budget transferred to CCAG2 scheme
Additional Maintenance Works (DfT grant)	3,551	3,325	-226	Savings to be retained for future use
A4130 Bix dual carriageway	4,719	4,291	-428	Cost saving & Contingencies returned
A420 Shrivenham Bypass	3,128	2,992	-136	Cost saving & Contingencies returned
Other small variations			-281	
<b>TRANSPORT TOTAL PROGRAMME SIZE VARIATION</b>			<b>27,243</b>	
<b>Environment &amp; Economy Capital Programme (excluding Transport)</b>				
Asset Strategy Implementation Programme	5,945	6,203	258	Additional external funding to support Abbey House.
Broadband (OxOnline) Project	13,877	17,760	3,883	Phase 2 approved by Cabinet March 15 for additional £3.9m cap spend
Other small variations			83	
<b>E&amp;E TOTAL PROGRAMME SIZE VARIATION</b>			<b>4,224</b>	
<b>Chief Executive's Office Capital Programme</b>				
Other small variations			36	
<b>CEO TOTAL PROGRAMME SIZE VARIATION</b>			<b>36</b>	
<b>CAPITAL PROGRAMME TOTAL PROGRAMME SIZE VARIATION</b>			<b>36,293</b>	

\*As approved by Cabinet February 2015

Financial Monitoring and Business Strategy Delivery Report  
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CAPITAL PROGRAMME: 2015/16 TO 2018/19

Programme	Firm Programme		Provisional Programme				CAPITAL INVESTMENT TOTAL £'000s
	2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s	
Children, Education & Families 1 - OCC	49,981	35,439	35,571	13,680	385	0	135,056
Children, Education & Families 2 - Schools Local Capital	2,031	1,148	1,148	0	0	0	4,327
Programme reductions to be identified	0	0	-5,814	0	0	0	-5,814
Social & Community Services	2,547	16,444	3,013	12,910	0	0	34,914
Environment & Economy 1 - Transport	63,650	43,485	42,188	15,718	587	0	165,628
Environment & Economy 2 - Other Property Development Programmes	10,931	8,884	4,245	6,051	0	0	30,111
Chief Executive's Office	3,821	365	1,000	250	0	0	5,436
<b>TOTAL ESTIMATED CAPITAL PROGRAMME EXPENDITURE</b>	<b>132,961</b>	<b>105,765</b>	<b>81,351</b>	<b>48,609</b>	<b>972</b>	<b>0</b>	<b>369,658</b>
Earmarked Reserves	617	10,158	10,000	25,094	63	0	45,932
<b>TOTAL ESTIMATED CAPITAL PROGRAMME</b>	<b>133,578</b>	<b>115,923</b>	<b>91,351</b>	<b>73,703</b>	<b>1,035</b>	<b>0</b>	<b>415,590</b>
<b>TOTAL ESTIMATED PROGRAMME IN-YEAR RESOURCES</b>	<b>106,213</b>	<b>95,591</b>	<b>94,091</b>	<b>57,116</b>	<b>1,035</b>	<b>0</b>	<b>354,046</b>
In-Year Shortfall (-) / Surplus (+)	-27,365	-20,332	2,740	-16,587	0	0	-61,544
Cumulative Shortfall (-) / Surplus (+)	61,544	34,179	13,847	16,587	0	0	0

SOURCES OF FUNDING	2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21	CAPITAL RESOURCES TOTAL
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
SCE(C) Formulaic Capital Allocations - Un-ringfenced Grant	49,193	24,839	22,704	21,198	0	0	117,934
Devolved Formula Capital- Grant	2,031	1,148	1,148	0	0	0	4,327
Prudential Borrowing	12,551	27,754	29,401	18,581	0	0	88,287
Grants	24,764	11,558	11,284	856	0	0	48,462
Developer Contributions	33,351	27,842	26,594	15,955	1,035	0	104,777
District Council Contributions	2,085	0	0	0	0	0	2,085
Other External Funding Contributions	305	0	0	0	0	0	305
Revenue Contributions	1,855	220	220	102	0	0	2,397
Schools Contributions	29	0	0	0	0	0	29
Use of Capital Receipts	7,414	13,074	0	3,164	0	0	23,652
Use of Capital Reserves	0	9,488	0	13,847	0	0	23,335
<b>TOTAL ESTIMATED PROGRAMME RESOURCES UTILISED</b>	<b>133,578</b>	<b>115,923</b>	<b>91,351</b>	<b>73,703</b>	<b>1,035</b>	<b>0</b>	<b>415,590</b>
<b>TOTAL ESTIMATED IN YEAR RESOURCES AVAILABLE</b>	<b>106,213</b>	<b>95,591</b>	<b>94,091</b>	<b>57,116</b>	<b>1,035</b>	<b>0</b>	<b>354,046</b>
Capital Grants Reserve C/Fwd	22,131	0	0	576	0	0	0
Usable Capital Receipts C/Fwd	16,078	10,844	0	2,164	0	0	0
Capital Reserve C/Fwd	23,335	23,335	13,847	13,847	0	0	0

**Financial Monitoring and Business Strategy Delivery Report  
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**CHILDREN, EDUCATION & FAMILIES CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
<b><u>Primary Capital Programme</u></b>										
Bayards (New Scheme) - replacement of existing buildings (ED750)	5,834	850	122	0	0	0	0	6,806	972	122
Oxford, SS Mary & John - Single Site (ED873)	0	325	25	0	0	0	0	350	350	25
<b>Primary Capital Programme Total</b>	<b>5,834</b>	<b>1,175</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,156</b>	<b>1,322</b>	<b>147</b>
<b><u>Secondary Capital Programme</u></b>										
Wantage, King Alfred's (ED872)	457	75	0	0	0	0	0	532	75	0
<b>Secondary Capital Programme Total</b>	<b>457</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>532</b>	<b>75</b>	<b>0</b>
<b><u>Provision of School Places (Basic Need)</u></b>										
Existing Demographic Pupil Provision (Basic Needs Programme)	689	2,481	6,092	5,446	0	0	0	14,708	14,019	11,538
11/12 - 14/15 Basic Need Programme Completions	11,268	338	0	0	0	0	0	11,606	338	0
Oxford, Orchard Meadow - (Phase 2) (ED819)	609	37	0	0	0	0	0	646	37	0
Oxford, New Marston - (Phase 4) (ED798)	1,496	-31	0	0	0	0	0	1,465	-31	0

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**CHILDREN, EDUCATION & FAMILIES CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure  £'000s	Firm Programme		Provisional Programme				Total Scheme Cost  £'000s	Capital Investment Total (excluding previous years)  £'000s	Future Capital Investment Total (excluding previous and current years)  £'000s
		2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21			
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s			
Oxford, Cutteslowe - (Phase 3) (ED796)	1,889	51	0	0	0	0	0	1,940	51	0
Oxford, St Joseph's - (Expansion to 2 FE) (ED815)	1,202	6	0	0	0	0	0	1,208	6	0
Oxford, St Gregory - (Phase 2) New 2FE (ED823)	3,130	71	0	0	0	0	0	3,201	71	0
Woodstock - (Phase 3) Expansion to 1.5FE (ED809)	488	32	22	0	0	0	0	542	54	22
Oxford, St Christopher's - Expansion to 2FE (ED818)	2,028	202	0	0	0	0	0	2,230	202	0
Oxford, St Ebbe's - Expansion to 2FE (ED813)	1,097	3	0	0	0	0	0	1,100	3	0
Reducing Out of County Provision for SEN Pupils (ED810)	5,484	-34	0	0	0	0	0	5,450	-34	0
Bletchingdon - Relocate School & Expansion to 0.5FE (ED841)	319	655	44	0	0	0	0	1,018	699	44
Botley - Expansion to 2FE (ED830)	1,014	26	0	0	0	0	0	1,040	26	0
Henley, Badgemore - (Phase 2) Expansion to 1FE (ED803)	1,410	730	60	0	0	0	0	2,200	790	60
Cheney - Expansion by 1FE (ED864)	0	1,750	50	0	0	0	0	1,800	1,800	50

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**CHILDREN, EDUCATION & FAMILIES CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
Wantage, Charlton - (Phase 3) Expansion to 2FE (ED842)	688	900	72	0	0	0	0	1,660	972	72
Oxford, Larkrise - Expansion to 2FE (ED845)	326	300	23	0	0	0	0	649	323	23
Banbury, Frank Wise - Post 16 Provision (ED843)	423	1,600	85	0	0	0	0	2,108	1,685	85
Oxford, Wolvercote - Expansion to 1.5FE (ED829)	865	1,950	84	0	0	0	0	2,899	2,034	84
Wallingford, Fir Tree Junior - Expansion to 2FE (ED821)	141	210	15	0	0	0	0	366	225	15
Banbury, Harriers Ground - Expansion to 2FE (ED878)	13	223	0	0	0	0	0	236	223	0
Oxford, Windmill - Expansion to 3FE (ED832)	485	1,600	81	0	0	0	0	2,166	1,681	81
Eynsham, Bartholomew - 1FE Expansion (ED856)	149	2,000	60	0	0	0	0	2,209	2,060	60
Bicester, Bardwell - Post 16 Provision (ED855)	171	1,100	50	67	0	0	0	1,388	1,217	117
Banbury, Hanwell Fields - Expansion to 2FE (ED840)	59	1,100	142	0	0	0	0	1,301	1,242	142

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**CHILDREN, EDUCATION & FAMILIES CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
Thame, John Hampden - Expansion to 2FE (ED854)	61	700	48	0	0	0	0	809	748	48
Watchfield - Expansion to 2FE (ED834)	93	1,550	102	0	0	0	0	1,745	1,652	102
Banbury, Hill View - Expansion to 3FE (ED825)	348	2,000	420	107	0	0	0	2,875	2,527	527
<b>Provision of School Places Total</b>	<b>35,945</b>	<b>21,550</b>	<b>7,450</b>	<b>5,620</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,565</b>	<b>34,620</b>	<b>13,070</b>
<b><u>Growth Portfolio - New Schools</u></b>	Note: This section of the programme shows available funding and not the full scheme cost, unless specified Project Approval number displayed									
<b><u>South Oxfordshire</u></b>										
Didcot, Great Western Park - Primary 1 (14 classroom)	397	3,500	2,835	0	0	0	0	6,732	6,335	2,835
Didcot, Great Western Park - Primary 2 (14 classroom)	1	150	250	3,350	2,482	0	0	6,233	6,232	6,082
Didcot, Great Western Park - Secondary (Phase 1)	14	500	10,000	10,526	0	0	0	21,040	21,026	20,526
Didcot, University Technical College - Secondary (Contribution) (ED867)	502	1,500	0	0	0	0	0	2,002	1,500	0
<b><u>Cherwell</u></b>										
Bodicote, Longford Park - 10 classroom	4	3,000	2,750	114	0	0	0	5,868	5,864	2,864
Bicester - Secondary P1 (incl existing schools)	0	100	600	8,000	5,505	0	0	14,205	14,205	14,105

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CHILDREN, EDUCATION & FAMILIES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
Bicester, South West - 14 classroom (ED822)	3,279	4,000	56	0	0	0	0	7,335	4,056	56
Bicester Exemplar Eco-development - Primary 1 Phase 1 (7 classroom)	273	3,500	2,748	266	0	0	0	6,787	6,514	3,014
<b>Oxford</b> Oxford - Barton (West)	3	500	700	3,350	2,060	385	0	6,998	6,995	6,495
<b>Countywide</b> Project Development Budget	0	100	100	150	100	0	0	450	450	350
<b>Growth Portfolio Total</b>	<b>4,473</b>	<b>16,850</b>	<b>20,039</b>	<b>25,756</b>	<b>10,147</b>	<b>385</b>	<b>0</b>	<b>77,650</b>	<b>73,177</b>	<b>56,327</b>
<b>Children's Home</b>										
Children's Home Programme	148	743	2,240	1,005	0	0	0	4,136	3,988	3,245
Thame - Assessment Centre (ED847/1)	152	2,105	100	0	0	0	0	2,357	2,205	100
Didcot - Move on Home (ED847/1)	120	1,152	60	0	0	0	0	1,332	1,212	60
<b>Children's Home Total</b>	<b>420</b>	<b>4,000</b>	<b>2,400</b>	<b>1,005</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,825</b>	<b>7,405</b>	<b>3,405</b>
<b>Annual Programmes</b>										
Schools Access Initiative	741	400	400	400	400	0	0	2,341	1,600	1,200

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**CHILDREN, EDUCATION & FAMILIES CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
Health & Safety - Schools	147	300	300	300	300	0	0	1,347	1,200	900
Temporary Classrooms - Replacement & Removal	625	250	310	300	350	0	0	1,835	1,210	960
Schools Accommodation Intervention & Support Programme	0	75	75	100	100	0	0	350	350	275
School Structural Maintenance (inc Health & Safety)	8,390	2,000	2,000	1,750	1,750	0	0	15,890	7,500	5,500
Schools Energy Reduction Programme	26	250	250	250	250	0	0	1,026	1,000	750
<b>Annual Programme Total</b>	<b>9,929</b>	<b>3,275</b>	<b>3,335</b>	<b>3,100</b>	<b>3,150</b>	<b>0</b>	<b>0</b>	<b>22,789</b>	<b>12,860</b>	<b>9,585</b>
<b>Other Schemes &amp; Programmes</b>										
Early Years Entitlement for Disadvantage 2 year olds	261	1,000	1,076	0	0	0	0	2,337	2,076	1,076
Free School Meals (ED862)	1,835	1,577	634	0	0	0	0	4,046	2,211	634
Loans to Foster/Adoptive Parents (Prudentially Funded)	247	90	90	90	383	0	0	900	653	563
Small Projects	114	43	0	0	0	0	0	157	43	0
<b>Other Schemes &amp; Programmes Total</b>	<b>2,457</b>	<b>2,710</b>	<b>1,800</b>	<b>90</b>	<b>383</b>	<b>0</b>	<b>0</b>	<b>7,440</b>	<b>4,983</b>	<b>2,273</b>

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CHILDREN, EDUCATION & FAMILIES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
<u>Retentions &amp; Oxford City Schools Reorganisation</u>										
<b>Retentions &amp; OSCR Total</b>	<b>800</b>	<b>346</b>	<b>268</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,414</b>	<b>614</b>	<b>268</b>
<u>Schools Capital</u>										
Devolved Formula Capital	3,097	2,031	1,148	1,148	0	0	0	7,424	4,327	2,296
<b>School Local Capital Programme Total</b>	<b>3,097</b>	<b>2,031</b>	<b>1,148</b>	<b>1,148</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,424</b>	<b>4,327</b>	<b>2,296</b>
<b>CE&amp;F CAPITAL PROGRAMME EXPENDITURE TOTAL</b>	<b>63,412</b>	<b>52,012</b>	<b>36,587</b>	<b>36,719</b>	<b>13,680</b>	<b>385</b>	<b>0</b>	<b>202,795</b>	<b>139,383</b>	<b>87,371</b>
<b>CE&amp;F OCC ADJUSTED CAPITAL PROGRAMME EXPENDITURE TOTAL</b>	<b>60,315</b>	<b>49,981</b>	<b>35,439</b>	<b>35,571</b>	<b>13,680</b>	<b>385</b>	<b>0</b>	<b>195,371</b>	<b>135,056</b>	<b>85,075</b>
Programme reductions to be identified		0	0	0	0	-5,814	0	-5,814	-5,814	-5,814
<b>CE&amp;F OCC REDUCED CAPITAL PROGRAMME EXPENDITURE TOTAL</b>	<b>60,315</b>	<b>49,981</b>	<b>35,439</b>	<b>35,571</b>	<b>13,680</b>	<b>-5,429</b>	<b>0</b>	<b>189,557</b>	<b>129,242</b>	<b>79,261</b>

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**SOCIAL AND COMMUNITY SERVICES CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21			
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s			
<b><u>COMMUNITY SAFETY PROGRAMME</u></b>										
<b><u>Fire &amp; Rescue Service</u></b>										
Fire Equipment (SC112)	447	53	0	0	0	0	0	500	53	0
Relocation of Rewley Training Facility	0	100	500	0	0	0	0	600	600	500
Fire Review Development Budget	5	195	2,187	1,113	0	0	0	3,500	3,495	3,300
<b>COMMUNITY SAFETY PROGRAMME TOTAL</b>	<b>452</b>	<b>348</b>	<b>2,687</b>	<b>1,113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,600</b>	<b>4,148</b>	<b>3,800</b>
<b><u>SOCIAL CARE FOR ADULTS PROGRAMME</u></b>										
<b><u>Adult Social Care</u></b>										
Adult Social Care Programme	0	500	500	1,000	2,250	0	0	4,250	4,250	3,750
<b><u>Residential</u></b>										
HOPs Phase 1- New Builds	0	0	0	0	10,503	0	0	10,503	10,503	10,503
Oxfordshire Care Partnership - Townlands Care Home, Henley	0	0	8,900	0	0	0	0	8,900	8,900	8,900
<b><u>Specialist Housing Programme (inc ECH - New Schemes &amp; Adaptations to Existing Properties)</u></b>										
ECH - New Schemes & Adaptations to Existing Properties	1,071	1,125	4,197	740	0	0	0	7,133	6,062	4,937
Deferred Interest Loans (CSDP)	260	160	160	160	157	0	0	897	637	477
<b>SOCIAL CARE FOR ADULTS PROGRAMME TOTAL</b>	<b>5,621</b>	<b>1,785</b>	<b>13,757</b>	<b>1,900</b>	<b>12,910</b>	<b>0</b>	<b>0</b>	<b>35,973</b>	<b>30,352</b>	<b>28,567</b>

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
<b><u>STRATEGY AND TRANSFORMATION PROGRAMME</u></b>										
New Adult Social Care Management System (SC107)	887	300	0	0	0	0	0	1,187	300	0
<b>STRATEGY &amp; TRANSFORMATION PROGRAMME TOTAL</b>	<b>887</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,187</b>	<b>300</b>	<b>0</b>
Retentions & Minor Works	2,090	114	0	0	0	0	0	2,204	114	0
<b>S&amp;CS CAPITAL PROGRAMME EXPENDITURE TOTAL</b>	<b>9,233</b>	<b>2,547</b>	<b>16,444</b>	<b>3,013</b>	<b>12,910</b>	<b>0</b>	<b>0</b>	<b>44,147</b>	<b>34,914</b>	<b>32,367</b>

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**ENVIRONMENT & ECONOMY - HIGHWAYS & TRANSPORT CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure  £'000s	Firm Programme		Provisional Programme				Total Scheme Cost  £'000s	Capital Investment Total (excluding previous years)  £'000s	Future Capital Investment Total (excluding previous and current years)  £'000s
		2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21			
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s			
<b><u>CITY DEAL PROGRAMME</u></b>										
<b><u>Science Transit</u></b>										
Kennington & Hinksey Roundabouts	7,284	44	0	0	0	0	0	7,328	44	0
Hinskey Hill Northbound Slip Road	102	521	1,872	4,615	1,590	0	0	8,700	8,598	8,077
<b><u>Access to Enterprise Zone</u></b>										
Harwell Link Rd Section 1 B4493 to A417	920	545	2,482	6,708	645	0	0	11,300	10,380	9,835
Harwell Link Rd Section 2 Hagbourne Hill	1,515	2,088	1,134	1,278	0	0	0	6,015	4,500	2,412
Featherbed Lane and Steventon Lights	1,468	2,389	3,186	500	0	0	0	7,543	6,075	3,686
Harwell, Oxford Entrance	109	840	807	244	0	0	0	2,000	1,891	1,051
<b><u>Northern Gateway</u></b>										
Cuttleslowe Roundabout	401	2,751	1,474	551	0	0	0	5,177	4,776	2,025
Wolvercote Roundabout	437	3,013	1,487	425	0	0	0	5,362	4,925	1,912
Loop Farm Link Road	115	608	1,546	5,031	0	0	0	7,300	7,185	6,577
Other City Deal Programme spend	142	-48	0	0	0	0	0	94	-48	0
<b>CITY DEAL PROGRAMME TOTAL</b>	<b>12,493</b>	<b>12,751</b>	<b>13,988</b>	<b>19,352</b>	<b>2,235</b>	<b>0</b>	<b>0</b>	<b>60,819</b>	<b>48,326</b>	<b>35,575</b>
<b><u>LOCAL GROWTH DEAL PROGRAMME</u></b>										
Eastern Arc Phase 1 Access to Headington (project development)	49	300	0	0	0	0	0	349	300	0
Didcot Station Car Park Expansion (contribution)	0	8,620	880	0	0	0	0	9,500	9,500	880
<b>LOCAL GROWTH DEAL PROGRAMME TOTAL</b>	<b>49</b>	<b>8,920</b>	<b>880</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,849</b>	<b>9,800</b>	<b>880</b>

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**ENVIRONMENT & ECONOMY - HIGHWAYS & TRANSPORT CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure  £'000s	Firm Programme		Provisional Programme				Total Scheme Cost  £'000s	Capital Investment Total (excluding previous years)  £'000s	Future Capital Investment Total (excluding previous and current years)  £'000s
		2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21			
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s			
<b><u>SCIENCE VALE UK</u></b>										
Milton Interchange	3,405	6,171	100	949	0	0	0	10,625	7,220	1,049
A34 Chilton Junction Improvements	1,057	5,095	2,512	2,219	0	0	0	10,883	9,826	4,731
Enterprise Zone Sustainable Transport Project - Cycleway improvements - Harwell Oxford to Didcot via Winnaway (GPF)	62	426	0	0	0	0	0	488	426	0
Didcot Northern Perimeter Road 3 (project development)	5	495	0	0	0	0	0	500	495	0
Wantage, Crab Hill (contribution)	0	0	2,450	0	0	0	0	2,450	2,450	2,450
<b>SCIENCE VALE UK LOCALITY PROGRAMME TOTAL</b>	<b>4,529</b>	<b>12,187</b>	<b>5,062</b>	<b>3,168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,946</b>	<b>20,417</b>	<b>8,230</b>
<b><u>OXFORD</u></b>										
Frideswide Square	2,526	3,391	400	0	0	0	0	6,317	3,791	400
The Plain Cycle Improvements	1,016	552	13	0	0	0	0	1,581	565	13
Woodstock Rd, ROQ	51	10	469	50	0	0	0	580	529	519
Oxford Station to City Centre Improvements (project development)	10	50	0	0	0	0	0	60	50	0
Riverside routes to Oxford city centre	0	309	1,218	1,285	855	0	0	3,667	3,667	3,358
<b>OXFORD LOCALITY PROGRAMME TOTAL</b>	<b>3,603</b>	<b>4,312</b>	<b>2,100</b>	<b>1,335</b>	<b>855</b>	<b>0</b>	<b>0</b>	<b>12,205</b>	<b>8,602</b>	<b>4,290</b>

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## ENVIRONMENT &amp; ECONOMY - HIGHWAYS &amp; TRANSPORT CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
<b><u>BICESTER</u></b>										
Bicester Park and Ride	279	2,906	280	0	0	0	0	3,465	3,186	280
Bicester Perimeter Road (Project Development)	0	300	700	0	0	0	0	1,000	1,000	700
<b>BICESTER LOCALITY PROGRAMME TOTAL</b>	<b>279</b>	<b>3,206</b>	<b>980</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,465</b>	<b>4,186</b>	<b>980</b>
<b><u>WITNEY AND CARTERTON</u></b>										
Witney, A40 Downs Road junction (contribution)	0	1,250	0	0	0	0	0	1,250	1,250	0
<b>WITNEY AND CARTERTON LOCALITY PROGRAMME TOTAL</b>	<b>0</b>	<b>1,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250</b>	<b>1,250</b>	<b>0</b>
<b><u>COUNTYWIDE AND OTHER</u></b>										
Bicester Town Station (EWR)	5	115	0	0	0	0	0	120	115	0
Oxford Parkway Station (EWR)	8	39	0	0	0	0	0	47	39	0
East-West Rail (contribution)	0	737	737	737	737	587	0	3,535	3,535	2,798
Small developer funded schemes	908	481	125	0	0	0	0	1,514	606	125
Completed schemes	18,001	129	452	0	0	0	0	18,582	581	452
<b>COUNTYWIDE AND OTHER INTEGRATED TRANSPORT TOTAL</b>	<b>18,922</b>	<b>1,501</b>	<b>1,314</b>	<b>737</b>	<b>737</b>	<b>587</b>	<b>0</b>	<b>23,798</b>	<b>4,876</b>	<b>3,375</b>
<b>INTEGRATED TRANSPORT STRATEGY TOTAL</b>	<b>39,875</b>	<b>44,127</b>	<b>24,324</b>	<b>24,592</b>	<b>3,827</b>	<b>587</b>	<b>0</b>	<b>137,332</b>	<b>97,457</b>	<b>53,330</b>

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**ENVIRONMENT & ECONOMY - HIGHWAYS & TRANSPORT CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
<b><u>STRUCTURAL MAINTENANCE PROGRAMME</u></b>										
Carriageway Schemes (non-principal roads)	0	3,625	2,945	3,280	3,280	0	0	13,130	13,130	9,505
Footway Schemes	0	1,025	1,058	1,353	1,354	0	0	4,790	4,790	3,765
Surface Treatments	0	6,303	3,871	4,100	4,124	0	0	18,398	18,398	12,095
Street Lighting Column Replacement & Traffic Signals	0	575	490	490	490	0	0	2,045	2,045	1,470
Drainage	0	1,120	930	922	928	0	0	3,900	3,900	2,780
Bridges	0	1,819	1,880	1,611	1,615	0	0	6,925	6,925	5,106
Public Rights of Way Foot Bridges	0	89	100	100	100	0	0	389	389	300
<b>STRUCTURAL MAINTENANCE ANNUAL PROGRAMMES TOTAL</b>	<b>0</b>	<b>14,556</b>	<b>11,274</b>	<b>11,856</b>	<b>11,891</b>	<b>0</b>	<b>0</b>	<b>49,577</b>	<b>49,577</b>	<b>35,021</b>
<b><u>CHALLENGE FUND PROGRAMME</u></b>										
Street Lighting	0	1,110	1,360	1,620	0	0	0	4,090	4,090	2,980
Drainage	0	1,000	1,250	1,500	0	0	0	3,750	3,750	2,750
Edge Strengthening & Surfacing	0	1,490	2,590	2,620	0	0	0	6,700	6,700	5,210
<b>CHALLENGE FUND PROGRAMME TOTAL</b>	<b>0</b>	<b>3,600</b>	<b>5,200</b>	<b>5,740</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,540</b>	<b>14,540</b>	<b>10,940</b>

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**ENVIRONMENT & ECONOMY - HIGHWAYS & TRANSPORT CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure  £'000s	Firm Programme		Provisional Programme				Total Scheme Cost  £'000s	Capital Investment Total (excluding previous years)  £'000s	Future Capital Investment Total (excluding previous and current years)  £'000s
		2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21			
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s			
<b><u>Detrunked, Principal Roads and Other Major Schemes</u></b>										
A420 Cumnor embankment works	61	410	40	0	0	0	0	511	450	40
A40 Aston Hill stabilisation work	0	95	17	0	0	0	0	112	112	17
A478 Playhatch Road (project development)	0	120	0	0	0	0	0	120	120	0
Network Rail Electrification Bridge Betterment Programme	128	300	1,838	0	0	0	0	2,266	2,138	1,838
A420/A34 Botley Junction & Cumnor Bypass	0	239	767	0	0	0	0	1,006	1,006	767
A4158 Oxford Iffley Road Remedial Works	0	153	0	0	0	0	0	153	153	0
Completed Major Schemes	13,692	50	25	0	0	0	0	13,767	75	25
<b>STRUCTURAL MAINTENANCE MAJOR SCHEMES TOTAL</b>	<b>13,881</b>	<b>4,967</b>	<b>7,887</b>	<b>5,740</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32,475</b>	<b>18,594</b>	<b>13,627</b>
<b>STRUCTURAL MAINTENANCE PROGRAMME TOTAL</b>	<b>13,881</b>	<b>19,523</b>	<b>19,161</b>	<b>17,596</b>	<b>11,891</b>	<b>0</b>	<b>0</b>	<b>82,052</b>	<b>68,171</b>	<b>48,648</b>
<b>HIGHWAYS &amp; TRANSPORT CAPITAL PROGRAMME EXPENDITURE TOTAL</b>	<b>53,756</b>	<b>63,650</b>	<b>43,485</b>	<b>42,188</b>	<b>15,718</b>	<b>587</b>	<b>0</b>	<b>219,384</b>	<b>165,628</b>	<b>101,978</b>

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ENVIRONMENT & ECONOMY CAPITAL PROGRAMME (EXCLUDING TRANSPORT)

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
<b>ASSET STRATEGY IMPLEMENTATION PROGRAMMES</b>										
Asset Strategy Implementation Programme	153	1,951	2,258	1,841	0	0	0	6,203	6,050	4,099
Relocation of Customer Service Centre from Clarendon House to County Hall	1,031	70	0	0	0	0	0	1,101	70	0
Robey House	1,532	173	0	0	0	0	0	1,705	173	0
Cambridge Terrace moves to Ron Groves House	35	516	0	0	0	0	0	551	516	0
Sticket Road Centre Closure (including Unipart House works)	201	0	0	0	0	0	0	201	0	0
<b>ASSET STRATEGY IMPLEMENTATION PROGRAMME TOTAL</b>	<b>2,952</b>	<b>2,710</b>	<b>2,258</b>	<b>1,841</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,761</b>	<b>6,809</b>	<b>4,099</b>
<b>ENERGY EFFICIENCY IMPROVEMENT PROGRAMME</b>										
SALIX Energy Programme	1,315	226	220	220	102	0	0	2,083	768	542
<b>ENERGY EFFICIENCY IMPROVEMENT PROGRAMME TOTAL</b>	<b>1,315</b>	<b>226</b>	<b>220</b>	<b>220</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>2,083</b>	<b>768</b>	<b>542</b>
<b>ANNUAL PROPERTY PROGRAMMES</b>										
Minor Works Programme	775	329	200	200	200	0	0	1,704	929	600
Health & Safety (Non-Schools)	73	24	24	24	50	0	0	195	122	98
<b>ANNUAL PROPERTY PROGRAMMES TOTAL</b>	<b>848</b>	<b>353</b>	<b>224</b>	<b>224</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>1,899</b>	<b>1,051</b>	<b>698</b>

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**ENVIRONMENT & ECONOMY CAPITAL PROGRAMME (EXCLUDING TRANSPORT)**

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21			
		£'000s	£'000s	£'000s	£'000s	£'000s	£'000s			
<b><u>WASTE MANAGEMENT PROGRAMME</u></b>										
Waste Recycling Centre Infrastructure Development	0	340	1,000	1,000	449	0	0	2,789	2,789	2,449
Alkerton WRC	0	150	850	500	250	0	0	1,750	1,750	1,600
Oxford Waste Partnership PRG Allocation	580	140	0	0	0	0	0	720	140	0
<b>WASTE MANAGEMENT PROGRAMME TOTAL</b>	<b>580</b>	<b>630</b>	<b>1,850</b>	<b>1,500</b>	<b>699</b>	<b>0</b>	<b>0</b>	<b>5,259</b>	<b>4,679</b>	<b>4,049</b>
<b><u>CORPORATE PROPERTY &amp; PARTNERSHIP PROGRAMMES</u></b>										
Broadband (OxOnline) Project	6,535	6,591	4,174	460	0	0	0	17,760	11,225	4,634
Spendlove Centre, Charlbury	8	182	158	0	0	0	0	348	340	158
Wigod Way, Wallingford	134	55	0	0	0	0	0	189	55	0
Oxford Flood Relief Scheme	0	0	0	0	5,000	0	0	5,000	5,000	5,000
<b>CORPORATE PROPERTY &amp; PARTNERSHIP PROGRAMMES TOTAL</b>	<b>6,677</b>	<b>6,828</b>	<b>4,332</b>	<b>460</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>23,297</b>	<b>16,620</b>	<b>9,792</b>
Retentions (completed schemes)	252	184	0	0	0	0	0	436	184	0
<b>ENVIRONMENT &amp; ECONOMY (EXCLUDING TRANSPORT) CAPITAL PROGRAMME EXPENDITURE TOTAL</b>	<b>12,624</b>	<b>10,931</b>	<b>8,884</b>	<b>4,245</b>	<b>6,051</b>	<b>0</b>	<b>0</b>	<b>42,735</b>	<b>30,111</b>	<b>19,180</b>

**Financial Monitoring and Business Strategy Delivery Report  
CABINET - 21 July 2015**

**CHIEF EXECUTIVE'S OFFICE CAPITAL PROGRAMME**

Project/ Programme Name	Previous Years Actual Expenditure £'000s	Firm Programme		Provisional Programme				Total Scheme Cost £'000s	Capital Investment Total (excluding previous years) £'000s	Future Capital Investment Total (excluding previous and current years) £'000s
		2015 / 16 £'000s	2016 / 17 £'000s	2017 / 18 £'000s	2018 / 19 £'000s	2019 / 20 £'000s	2020 / 21 £'000s			
<b><u>COMMUNITY SERVICES PROGRAMME</u></b>										
Bicester Library (CS13)	14	1,396	90	0	0	0	0	1,500	1,486	90
Westgate Library	0	0	250	1,000	250	0	0	1,500	1,500	1,500
<b><u>Museums</u></b>										
Oxfordshire Museum	0	275	25	0	0	0	0	300	300	25
<b>COMMUNITY SERVICES PROGRAMME TOTAL</b>										
	<b>14</b>	<b>1,671</b>	<b>365</b>	<b>1,000</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>3,300</b>	<b>3,286</b>	<b>1,615</b>
<b><u>City Deal</u></b>										
Culham Advanced Manufacturing Hub	0	2,000	0	0	0	0	0	2,000	2,000	0
<b>PARTNERSHIPS PROGRAMME TOTAL</b>										
	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>2,000</b>	<b>0</b>
Completed Projects	2,966	150	0	0	0	0	0	3,116	150	0
<b>CHIEF EXECUTIVE'S OFFICE CAPITAL PROGRAMME EXPENDITURE TOTAL</b>										
	<b>2,980</b>	<b>3,821</b>	<b>365</b>	<b>1,000</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>8,416</b>	<b>5,436</b>	<b>1,615</b>

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Division(s): All

## CABINET– 21 JULY 2015

### CONNECTING OXFORDSHIRE: LOCAL TRANSPORT PLAN 4

#### Report by Director for Environment & Economy

#### Introduction

1. Connecting Oxfordshire, our new Local Transport Plan has been developed over the past 18 months, in response to the rapidly changing national and local growth, economic development, infrastructure planning and funding agendas. The aim has been to develop a comprehensive policy and strategy framework to maximise opportunities for Oxfordshire, building on the success over the past two years on City Deal and other initiatives, and complement the Oxfordshire Strategic Economic Plan (SEP) and supporting documents.
2. Development of the Plan has followed on from the Connecting Oxfordshire roadshows held across the County last summer and has been informed by the feedback received from those events. This included a specific consultation exercise covering Goals, Objectives and Policies. It has been further developed in close partnership with internal and external Stakeholders, including the LEP, District Councils and Members. A full public and Stakeholder consultation on the draft Plan was undertaken in spring 2015.
3. The Plan has been designed as a living document, to be regularly updated as significant changes take place, for example as the 'Economic Heartland of England' Alliance develops or District Council Local Plans come forward and our growth town/locality strategies are updated. It will also directly inform our Strategic Infrastructure Plan, being developed alongside the update of the SEP this autumn, as part of our commitment to planning Oxfordshire's growth.

#### Consultation Feedback

4. There were over 500 responses to the public consultation exercise, from a wide variety of consultees. Annex 1 summarises the main areas the consultation response covered and how we are proposing to respond in the final plan, including the main points raised by District Councils. Annex 2 contains more detailed consultation feedback by area of the Plan.
5. Overall, the Plan has been broadly endorsed as the right direction and approach for Oxfordshire, if it is to succeed in planning for and accommodating growth and economic development, and taking forward innovative approaches and new ways of working, for example the Science Transit Strategy and the projects and schemes it contains.
6. Whilst a wide range of issues and concerns were raised, the main ones were:
  - (i) **Absence of local area strategies.** A number of smaller settlements had their own transport strategies as part of LTP3. Their absence from LTP4 has been

raised by their Town/Parish and some District Councils. The reason is that limited resources are being focused on the main areas of strategic growth, so these smaller towns can no longer be directly supported in this way. However it is recognised that in many of these settlements there is further growth planned and this needs to be planned and mitigated in other ways: for example through proposed route strategies and Neighbourhood Plans.

- (ii) **A34 and connecting the 'Knowledge Spine'.** The A34 already struggles to meet demand and is increasingly vulnerable to incidents, with knock-on effects on the wider network. There is a widespread public and Stakeholder view that it will not be able to cope with the extra traffic from the houses and jobs. This underlines the importance of the work planned over the next two years by Highways England, to develop the Oxford-Cambridge expressway scheme, whose scope includes the A34, on which we are already engaged. It also reinforces the need for us to continue to provide strong leadership on East West Rail and other rail projects, for example four-tracking of Didcot-Oxford.
- (iii) **Proposals for more 'remote' Park & Ride sites.** Whilst recognised by many as a logical approach, to create a Park & Ride network which better serves future development and travel patterns, concerns have been raised about the potential suitability of proposed sites in the Green Belt and the relationship with the existing network of 'edge of City' sites. Our view remains that the strategy for an 'outer ring' of sites is the right one, and that more detailed work needs to be done to assess demand, site suitability and operation. This would include an assessment of existing sites and is planned for the next 12 months.
- (iv) **Importance of the A420 Corridor.** This has been a growing area of concern, particularly in relation to housing growth now coming forward through the planning process, especially in neighbouring Swindon. A cross-Authority A420 Working Group has been formed to address this, and develop infrastructure and services that can be funded principally from development. Medium term, we see the potential for a proposed rail station in the Grove area as part of the solution for a wider 'Western Vale' strategy which includes better rail access.
- (v) **Invest in cycling.** This came across strongly, reflecting the Council's success with recent funding bids. One proposed change is to remove the target to treble the number of cycling journeys to work, owing to concerns that it was not realistic and was inconsistent with the rest of the Plan. Instead, we are proposing an aspiration to achieve a level of cycling of 10% of all trips (the current Countywide figure is about 3%). Success in this area will be closely linked to funding opportunities, especially those which provide revenue support that would be otherwise harder to justify in the current funding climate.
- (vi) **Managing freight.** This was commented on in a number of areas, especially in responses covering smaller towns and Air Quality. Whilst we propose retaining our six-stage approach to managing freight, this has been modified to ensure we do not create significant revenue resource pressure or

expectations of lots of further physical, regulation or enforcement measures on the network.

7. Some areas of the Plan were less controversial than expected - for example the proposal to consider a Workplace Parking Levy as part of the Oxford Transport Strategy, albeit this was opposed by some individual businesses. We therefore propose to develop this approach further, alongside and complementing the other strategy measures.

### **Proposed Changes to the Plan**

8. Little change is proposed to Plan goals, objectives or policies, other than the proposed deletion of one Policy [previous reference] (and change to our bus strategy text) on supported bus services, in line with the Council's proposed approach currently out to consultation.
9. A number of detailed changes have been made as a result of consultation feedback: for example the Plan has clarified how we would consider the issue of existing Oxford P&R car park sites as part of the longer term approach to Park & Ride, and our strategies and proposed schemes for the A40 and A420 corridors have been more fully developed.
10. Other changes reflect changing circumstances nationally and in Oxfordshire, including:
  - i. Reference to new strategic approaches, for example the emerging 'Economic Heartland of England' Alliance and Highways England proposals for the Oxford-Cambridge Expressway;
  - ii. Updates resulting from where we are now on District Local Plans - for example the recent publication of the Cherwell Local Plan Inspector's report, which has led to refreshed Banbury and Bicester area strategies;
  - iii. Updated text on the A40 scheme proposals, which are the subject of a separate report to this Cabinet meeting, and a specific consultation exercise planned for this autumn;
  - iv. Reference to the development of an Oxfordshire Strategic Infrastructure Plan, now being taken forward as part of the Oxfordshire Growth Board's "Post SHMA" work programme and related infrastructure planning work;
  - v. Updating the Oxfordshire Rail Strategy, which was originally consulted on and approved in 2012, to reflect changes in the industry and new or updated priorities. This has now been added to the LTP documents;
  - vi. Reflecting the Councils increasingly challenging financial position and the need to achieve significant further savings and efficiencies.

## **Strategic Environmental Assessment**

11. A full SEA of the LTP has been completed, in line with statutory requirements, including consultation with statutory bodies. A copy of the final SEA report, undertaken by independent consultants, is part of the LTP suite of documents.
12. The response from one of the statutory consultees, Natural England, raised some specific concerns in relation to the Oxford Meadows Special Area of Conservation, and potential impacts on it from predicted traffic growth on the nearby A40 and A34. Our response - to reference the developing A40 strategy, including the bus priority scheme which would help reduce traffic and therefore environmental impact – has been accepted by Natural England. We will ensure this issue is taken into account as the A40 and A34 strategies and other schemes with a potential environmental impact are progressed.

## **Financial and Staff Implications**

13. Capital scheme proposals in the Plan will create future capital commitments, albeit that these will be subject to funding being available from Government and other sources. Capital commitments would also lead to revenue budget pressures and when developing projects schemes for approval, their full costs including revenue funding required to support them will need to be made explicit as part of business case submissions. Some changes have been made to reduce the commitment of the Council to revenue funded interventions, to ensure that the Council does not overcommit resources and manages expectations on what it can afford in the increasingly challenging financial climate. Progress of proposals will be dependent on the availability of funding and form part of the annual service & resource planning process.

## **Equalities Implications**

14. A separate Service & Community Impact Assessment has been undertaken and is appended as Annex 3. Whilst this does not raise any significant concerns, it refers to the need for more bespoke assessments of individual programmes and proposals.

## **Next Steps**

15. Once the Plan has been through the formal approval and adoptions process this summer, it is next proposed to be updated in spring 2016. In the meantime, the LTP will continue to inform our strategic infrastructure planning work, bids for Growth Funding and other sources, and the updated Strategic Economic Plan.

## RECOMMENDATION

16. **Cabinet is RECOMMENDED to approve Connecting Oxfordshire and to RECOMMEND it for adoption by Full Council at its meeting in September 2015.**

SUE SCANE

Director for Environment & Economy

Background papers: None

Annexes:

Annex 1: consultation summary

Annex 2: detailed consultation feedback

Annex 3: Service & Community Impact Assessment

Contact Officer: John Disley, Policy & Strategy Manager. Tel.: 01865 810460

July 2015

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## 1. Consultation overview and main issues raised

The final stage of consultation on 'Connecting Oxfordshire', our draft Local Transport Plan (LTP), closed on 2 April 2015. We invited comments on the draft plan via an online questionnaire and provided an email contact for interested parties to submit letters and other documents. Staff also attended a number of meetings with County and District councillors, transport operators and other interested groups to explain the proposals and receive comments.

### Responses received

We have received 280 responses via the questionnaire. Most respondents chose to address only a few questions of interest to them; few questionnaires were completed in full. We received other respondents via 202 documents and 135 emails, again mostly addressing only a few areas of the consultation. We have used these responses, as well as our analysis of the feedback which staff received at meetings, to generate this consultation review.

### *Type of respondent*

- *Questionnaire*

Of those who chose to answer this question on the online questionnaire, 82% of respondents said that they were answering in their capacity as an individual member of the public; 10% as representatives of a group or organisation; 6% as councillors (whether of a parish, town, district or County); and 1% gave their role as 'other'.

- *Written documents*

Responses received via written document (either via the post or uploaded onto the website) were also predominantly from individuals, although we received a good number of responses from interest groups, parish or town councils and businesses. The interest group category is however a broad one, including countywide groups such as the Oxfordshire Cycling Network and local groups such as the Banbury Civic Society or Headington Transport Group. Letters commenting on the Oxford Transport Strategy (OTS) were dominant, to the extent that figure 1 separates the comments exclusively on Oxford from those on the rest of the Connecting Oxfordshire LTP4. Of the 61 documents from individuals on the OTS, 36 were exclusively in opposition to the Bus Rapid Transit (BRT) Line 3 alternative route across the Lye Valley.

- *Emails received*

Most of the emails received were also from individuals regarding issues in Oxford, along with some emails from businesses.

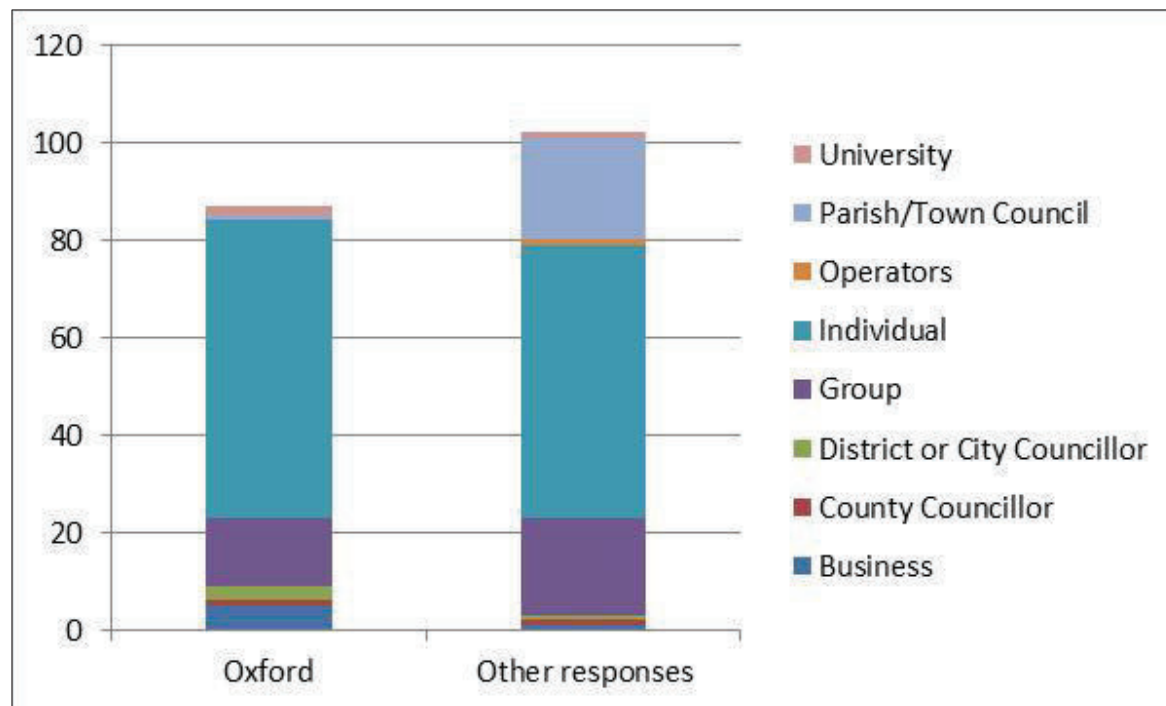


Figure 1: Number of written documents received, broken down by type of respondent (excluding district and City council responses, considered below)

### Geographic spread

- *Questionnaire*

In the online questionnaire, most responses came from Oxford City postcodes, although there was a substantial response from the Science Vale area (postcodes OX12, OX13 and OX14).

- *Written documents*

By far the largest number of written responses or emails came from Oxford and primarily addressed issues within the OTS. 89 written responses were received, of which 39 were sent to express opposition to the alternative BRT route 3 through the Lye Valley. Of the other area strategies, Banbury received four written responses, Bicester received five, Witney received two and Carterton no responses. Five written responses were received from Chipping Norton expressing opposition to there being no area strategy for Chipping Norton. We also received a number of emails and written responses in support of a cycle lane along the B4044 between Eynsham and Botley.

*Responses from District and City Councils – main issues*

- *Cherwell*
  - Non-inclusion of local / area strategies from LTP3, including Kidlington. Strategies need to be better linked. Concern over OTS and Science Transit and suggestion they should be relegated to background documents
  - Document too 'southern centric'
  - Impact of Park & Ride (P&R) strategy in the Green Belt
  - No clear direction for rural strategy or Neighbourhood Plans
  - No reference to South East Midlands Local Enterprise Partnership (SEMLEP) or opportunities which this may provide
  - Information on Banbury and Bicester peripheral routes insufficient to lead to final options as part of LTP adoption
  
- *West Oxfordshire:*
  - Private car will remain the primary transport in west Oxfordshire and so quality road infrastructure will continue to be needed.
  - Development and transport improvements should be progressed together, but developer funding alone is unlikely to fund transport improvements necessary.
  - Seeks improved parking and ticketing on Cotswold Line, with improved local bus connections, especially to Long Hanborough. Rural public transport services must be retained.
  - There is an urgent need for a feasibility study to deal with freight management and clear actions must be outlined as part of the freight strategy.
  - There is a lack of emphasis on carbon emissions and air pollution in the policy document.
  - Support WIT1, WIT2 and WIT3. WIT4 – concerns about the likelihood of local bus service frequency increasing. WIT6 – requests recognition of the role of a park and ride at Witney. Support all measures for Carterton.
  - Concerned that there is no mention of the A40 cycle lane and would like a cycle route from the B4044 toll bridge to Botley.

- *South and Vale (combined response):*
  - Wants more detail on options for the A34.
  - Concerned at the lack of area strategies for towns outside of Science Vale.
  - Concerned about the impact of the OTS on traffic through the surrounding districts. Concerned about the impact of P&R changes and bus route alterations in Oxford on residents of South and Vale.
  - Abingdon should be given more attention in the strategy, given the changes necessary through its Air Quality Action Plan.
  - Early delivery of PT needed, noting that Science Vale area has greater bus usage than the other areas shown in the bus strategy graphs. Eager to discuss testing driverless vehicles.
  - Oxfordshire must develop and adopt a best practice cycle standard.
  
- *Oxford City*
  - Broadly supports the BRT proposal for Oxford but says that BRT should be developed as the first stage of a longer-term strategy to grow demand and move towards higher-density forms of mass transit, such as trams.
  - Does not believe that the frequencies proposed for BRT services are sufficient to offer a 'turn up and go' service for passengers.
  - Suggests the introduction of 'sustainable transport corridors' in the city to provide better space for buses, cycling and walking, although access to homes, businesses and car parks would need to be considered.
  - Opposes moving P&R sites further away from the city, especially if this results in the closure of existing sites.
  - Strongly opposes transit tunnels in the centre of Oxford.
  - The OTS should include a more ambitious package of measures to encourage cycling, drawn from European best practice, introducing a modal hierarchy with walking and cycling at its peak.
  - Welcomes the use of a Workplace Parking Levy but does not support road user charging.

Main issues raised by the comments

These are the most frequent issues raised during the consultation:

Issue raised	County Council's position	Proposed action / change in LTP4
Opposition to Lye Valley alternative route for Bus Rapid Transit (BRT) 3 concern about wider BRT effectiveness	Clarification that the route shown is only indicative. A decision on the precise route for BRT 3 will be made during the detailed development of the route, following consultation with those affected.	Mapping to be made clearer. Include a more accessible explanation of the advantages and wider benefits of BRT schemes, incorporating relevant case studies from elsewhere.
There should be more area strategies, as there were in LTP3, for example Chipping Norton and Henley. These are needed to guide responses to local plans and developer applications and to provide momentum behind measures such as reducing the number of HGVs in the town.	We are prioritising area strategies in locations that will provide the most housing and employment growth in line with the Strategic Economic Plan. The County Council's position towards development in locations without an area strategy should be based on the Policy document and mode strategies and future route strategies	The LTP4 executive summary will explain in detail how the LTP as a whole provides guidance for development across Oxfordshire. The Policy document and Freight documents will be strengthened and clearer in their relevance and influence for land use planning.
Insufficient transport capacity now at Grove / Wantage and the planned town expansion will worsen the situation. The A417 is at capacity and the public transport is inadequate to reach local employment, local and district centres.	The Science Vale Cycle Strategy is providing cycle connections in the area. The area strategy contains a strategy for the A417. In the long-term we have aspirations for a Grove/Wantage rail station.	Potential and timing for Grove / Wantage station to be more clearly set out in the context of our updated rail strategy and proposed rail industry study work on this corridor/.
The A420 is too congested and cannot accommodate any more growth. Bus stops on the route are inaccessible and it is dangerous for cycles to use/cross the road. Traffic from the A420 diverts along local roads, e.g. Faringdon.	We are developing a A420 route strategy and are working with the bus operators to improve the service and make stops more accessible, including providing cycle parking and drop-off facilities where justifiable.	A420 strategy to be updated

<p>A number of important roads across Oxfordshire are becoming too congested and dangerous.</p>	<p>We propose to develop route strategies for main roads. These are likely to include the A44, A361, A4130 and A4074.</p>	<p>Programme of route strategies to be developed</p>
<p>Oxfordshire should increase the level of cycling in the county, by improving the infrastructure in Oxford and by improving infrastructure and publicising the benefits to travellers in rural parts of the county. OCC should appoint a Cycling Champion on the Council and appoint a dedicated cycling development team.</p>	<p>Budgets for transport are limited, but nonetheless we have committed to increase spending on cycling in the coming years.</p>	<p>OCC will work together with the Oxfordshire Cycling Network to develop new, innovative and cost-effective ways of improving cycling provision, based on relevant international best practice.</p>
<p>Plans to relocate Oxford's Park and Ride sites to new locations in the Green Belt, for example Lodge Hill, should be abandoned. Existing P&amp;Rs should be retained and have cycling facilities added and 'link and ride' should be provided on existing premium bus routes.</p>	<p>We are commissioning a study to look at the best options for the long-term future of P&amp;R in Oxfordshire and how this will be developed alongside reconsideration of the role of existing sites</p>	<p>Park &amp; Ride text to be made clearer in relation to existing sites and how this strategy will be taken forward</p>
<p>Transport on the Knowledge Spine during the Strategic Economic Plan relies on the A34. The A34 will not be able to cope with the extra traffic from the new dwellings and jobs. The Highways Agency</p>	<p>Upgrades are currently underway on the A34 and more substantial improvements to the route are being investigated as part of the Oxford–Cambridge Expressway project. We are planning substantial improvements in rail and bus services providing links between destinations on the Knowledge Spine, to limit traffic growth during the plan period by encouraging public transport use.</p>	<p>Plan to be updated with reference to Highways England proposals for Oxford to Cambridge route study and their planned schemes for Botley and Peartree interchanges.</p>
<p>Cross-boundary links into Oxfordshire are not adequately reflected in LTP4.</p>	<p>Recent developments on Tri-Counties to be included, plus enhanced rail access to Heathrow and Gatwick</p>	<p>Add sections about cross-boundary links, in particularly access to Heathrow, Warwickshire Northamptonshire, Swindon and Berkshire and other key locations</p>

<p>Infrastructure requirements generally, including specific schemes identified.</p>	<p>Infrastructure needs to be justified and substantially funded by growth. Need to be clear that we are making best use of existing and planned infrastructure</p>	<p>Development of new Oxfordshire Infrastructure Delivery Plan to be referenced</p>
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**2. Comments on the overall strategy and policy approach**

We received a number of comments about the overall approach to LTP4, its structure and focus:

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<p><b>Issue raised</b></p>	<p><b>County Council’s position</b></p>	<p><b>Proposed action / change in LTP4</b></p>
<p>There should be more area strategies, as there were in LTP3, for example Chipping Norton and Henley. These are needed to guide responses to local plans and developer applications and to provide momentum behind measures such as reducing the number of HGVs in the town.</p> <p>Insufficient attention is given to residents and businesses in rural areas of the county, in particular the south-east.</p>	<p>We are prioritising area strategies in locations that will provide the most housing and employment growth in line with the Strategic Economic Plan. The County Council’s position towards development in locations without an area strategy should be based on the Policy Document and mode strategies and future route strategies</p>	<p>The executive summary will explain in detail how the LTP as a whole provides guidance for development across Oxfordshire. The Policy document and Freight documents will be strengthened and clearer in their relevance and influence for land use planning and better articulate how rural areas can benefit from LTP4.</p>
<p>LTP4 needs to consider the requirements of disabled and the growing number of elderly travellers in its policy and strategies. This should include more satellite parking throughout the city for blue badge holders and ensuring that public transport is accessible for the visually impaired, mobility impaired, those with learning difficulties and others.</p>	<p>Oxfordshire County Council will ensure that the transport infrastructure for which we are responsible meets the requirements of the Equality Act 2010 and we will work with our partners to assist them in meeting the legal requirements.</p>	<p>We will review the policy document and ensure that we articulate our commitment to equality clearly.</p>

<p>The study takes little or no account of cross-boundary movements nor access to Heathrow and Gatwick, nor does it make any proposals in respect of these.</p>	<p>Recent developments on Tri-Counties to be included, plus access to Heathrow and Gatwick</p>	<p>Add sections about cross-boundary links, in particularly access to Heathrow, Warwickshire Northamptonshire, Swindon and Berkshire and other key locations</p>
<p>LTP4 and the Strategic Economic Plan seem very reliant on the provision of new capacity on the A34, which is currently at capacity.</p>	<p>Our Science Transit strategy sets out how we plan to provide sufficient capacity through a combination of increased, faster rail and bus services, increased agile working, lift sharing and other measures developed as part of the initiative.</p>	<p>Set out how we are working with Government and Highways England on short/long-term measures for the A34, development of the Oxford-Cambridge Expressway, and with rail industry partners to enhance the parallel rail route, to take freight and passenger journeys off the road.</p>
<p>OCC needs to be better at taking advantage of Section 106 and Community Infrastructure Levy opportunities.</p>	<p>To work with District Council to get the best outcome in new developments, both in terms of finance and design.</p>	<p>Use LTP4 to clearly articulate our priorities in seeking contributions and in giving comments on applications.</p>

# Connecting Oxfordshire Local Transport Plan 4

## Consultation Issues Raised

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*Comments on the Strategic Environmental Assessment are located within Appendix A of that document.*

## Member Working Group

Issue raised	County Council's position	Proposed action / change in LTP4
More attention should be given to Abingdon	Abingdon is covered by mode strategy and policy document in terms of transport input.	Make it clearer that the mode strategies and policy document direct transport in areas not covered by an area transport strategy.
Any roll-out of a workplace parking levy should be accompanied by much more consultation.	Noted	No action
Two tiers of P&R is the right solution, in the medium term at least. P&R sites should also be used/marketed as Park & Cycle and Park & Walk	We are commencing a study into park and ride options later this year.	Clarify wording in OTS.
Enough detail should be in the report(s) to ensure that no development happens in the county without making a Section 106 contribution for transport. LTP4 should make clear that we will be getting developers to contribute S106 money for transport in the most generous way where possible	We agree that transport should receive an appropriate contribution. However, we are not the planning authority and we need to work with the districts and the City Council on this.	Expand the section on transport and development in the policy document.
Concern over the maintenance of electric car charging points, given problems maintaining other infrastructure through lack of funding	Noted	No action

Suggestion that we approach Highways England to get a bus lane along the A34 at Lodge Hill, to make bus access into west Oxford more reliable. Alternatively, A4183 could be made bus and cycle (and local traffic/freight?) only and buses could use this route.	Noted	Incorporate into work on the Oxford – Cambridge Expressway.
Concern over Didcot and the loss of buses in central Didcot, especially through the development plans	We agree with this, which is why we have concerns about the plans for Didcot town centre	We shall work with the District Council to find a solution
Mention Crossrail in the Cross-Boundary section	Crossrail should be mentioned but in the rail section	Add Crossrail to the rail section
Cowley rail branch should be electrified	Noted	Incorporate into future discussions on Cowley branch
Improve maintenance of existing cycle routes	Noted	No action
Cycle routes suggested around Science Vale and along rivers.	We are developing area-based cycling strategies	Pass to the teams developing the area cycling strategies

## Comments on the overall strategy and policy approach

We received a number of comments about the overall approach to the LTP4 policy document, its structure and focus:

Issue raised	County Council's position	Proposed action / change in LTP4
LTP4 and the Strategic Economic Plan seem very reliant on the provision of new capacity on the A34, which is currently at capacity.	Our Science Transit strategy sets out how we plan to provide sufficient capacity through a combination of increased, faster rail and bus services, increased agile working, lift sharing and other measures developed as part of the initiative.	Set out how we are working with Gov't/ Highways England on short/long-term measures for the A34, development of the Oxford-Cambridge Expressway, and with rail industry partners to enhance the parallel rail route, to take freight and passenger journeys off the road.
The study takes little or no account of cross-boundary movements nor access to Heathrow and Gatwick, nor does it make any proposals in respect of these.	Recent developments on Tri-Counties to be included, plus access to Heathrow and Gatwick	Add sections about cross-boundary links, in particularly access to Heathrow, access to Northamptonshire and Warwickshire, and to Berkshire via a third river crossing at Reading
OCC needs to be better at taking advantage of S106 and CIL opportunities.	To work with District Council to get the best outcome in new developments, both in terms of finance and design.	Use LTP4 to clearly articulate our priorities in seeking contributions and in giving comments on applications.
LTP4 needs to consider the requirements of disabled and the growing number of elderly travellers in its policy and strategies. This should include more satellite parking throughout the city for blue badge holders and ensuring that public transport is accessible for the visually impaired, mobility impaired, those with learning difficulties and others.	Oxfordshire County Council will ensure that the transport infrastructure for which we are responsible meets the requirements of the Equality Act 2010 and we will work with our partners to assist them in meeting the legal requirements.	We will review the policy document and ensure that we articulate our commitment to equality clearly.
There should be more area strategies, as there were in LTP3, for example Chipping Norton and Henley. These are needed to guide responses	We are prioritising area strategies in locations that will provide the most housing and employment growth in line	The executive summary will explain in detail how the LTP as a whole provides guidance for development across

<p>to local plans and developer applications and to provide momentum behind measures such as reducing the number of HGVs in the town. Insufficient attention is given to residents and businesses in rural areas of the county, in particular the south-east.</p>	<p>with the Strategic Economic Plan. The County Council's position towards development in locations without an area strategy should be based on the Policy Document and mode strategies and future route strategies</p>	<p>Oxfordshire. The Policy document and Freight documents will be strengthened and clearer in their relevance and influence for land use planning and better articulate how rural areas can benefit from LTP4.</p>
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## Oxford Transport Strategy comments

Issue raised	County Council's position	Proposed action / change in LTP4
<b>Park &amp; Ride</b> – general support for outer sites but also a view that inner sites have a continued role to play (e.g. park & cycle, premium parking etc)	We consider that more flexibility is needed in the OTS on P&R with regard to continued use of the existing sites.	Text updated to reflect possible continued role for P&R at inner sites, with appropriate pricing mechanisms. Expansion now not ruled out in short term, but clear that additional capacity should be temporary.
<b>Bus Rapid Transit (BRT)</b> – general support but people feel trams shouldn't be ruled out. Scepticism over deliverability/effectiveness of priority on BRT routes. Concern about BRT route through Lye Valley.	We consider more flexibility is needed and that trams could play a role in future if growth is sufficient to support them, and that specific rapid transit links away from the main road network should not be included in the OTS at this stage.	Updated to include possible long term role for trams on the busiest corridors, if development levels justify it. Also recommendation to remove "Bus" from title so that it is now Rapid Transit  Changes made to maps and text to remove references to BRT routes away from existing roads. Text updated to reflect need to consider alternative access to Churchill site as part of site master planning but with no options specifically identified.
<b>Cycling</b> – some feel this isn't ambitious enough and we should be aiming for more segregation	The document already aims for a high level of segregation but recognises this isn't physically possible everywhere, especially given the need to achieve other objectives such as BRT	None
<b>Walking</b> – some calls for a wider walking strategy;	Walking is already central to the document, in particular in the city centre element.	None
<b>Workplace Parking Levy</b> – objections from	Workplace parking levy must be fully	None

some, support from others. Some think it should be fast-tracked.	considered and consulted on and time is allowed for this. Start of roll out from 2019 is already ambitious, but considered to be realistic.	
<b>City centre</b> – scepticism about tunnels. Some alternatives based on re-routeing suggested (e.g. terminating buses from the east at The Plain), though some question whether there is any need to separate buses and pedestrians further in the city centre, particularly if BRT/trams are introduced	No major changes recommended. Terminating services from the east at The Plain considered in 2008 and ruled out. Trams/BRT will not resolve conflicts between different modes in the busiest streets.	None
<b>Evidence base</b> – criticism that evidence is insufficient to support proposals. In most cases a level of detail is sought that will come in future stages of the strategy development.	Most aspects of the strategy require considerable further study which will take several years; OTS provides strategic framework and direction for this further work.	None
<b>Zero emission zone</b> – supported but some caution over timescales	Timescales are deliberately challenging. The zone may start small - e.g. one or two streets.	Text changes made to clarify phased nature of ZEZ roll out – <i>starting</i> from 2020.
<b>Rail</b> – a view that more should be made of the strategic rail opportunities, in particular as a solution to the very high levels of growth planned	Agree – updates recommended.	Rail section updated to reflect ambition for four-tracking between Oxford and Didcot.
<b>Phasing</b> – a view that demand management measures such as workplace parking levy, access restrictions etc should be programmed sooner, and ring road improvements pushed back as they may prove to be unnecessary	All timescales are indicative so there will be some movement as further studies progress, including the option to deliver schemes earlier if possible.	Timescales for access restrictions brought forward to reflect possibility of earlier implementation.

**South and Vale comments (including Science Vale)**

Issue raised	County Council's position	Proposed action / change in LTR1 ANNEX 2					
<p>Would like further reference to the linkages between employment growth and transport infrastructure investment in Science Vale, backed by relevant evidence to support funding priorities.</p>	<p>We recognise that there is an important links between transport infrastructure investment and employment growth. Transport modelling work has been undertaken to assess the impact future developments have on the Science Vale transport network. With the quantum of growth proposed a number of schemes are required, working as a package, to collectively mitigate the cumulative impact of that growth and support the continued success in delivery of high value jobs growth within the Enterprise Zone.</p>	<p>We shall look for opportunities to emphasize this in the SVAP and in dealing with the district councils in future development planning and spatial policymaking. We hope to work with SODC and VWHDC to ensure land use planning for employment and dwellings is complementary in future.</p>					
<p>There should be a greater focus on the importance of the Enterprise Zone and the need to invest in infrastructure to support its continued success in delivery of high value jobs growth.</p>			<p>Further evidence needs to be presented on options to address the fact that a longer-term solution is needed to alleviate congestion on the A34, including their relative benefits and viability of deliverability.</p>	<p>We are working with Highways England on improvements to the A34, both as short-term projects to 2019 and as part of the new Oxford – Cambridge Expressway project</p>	<p>Added 'Science Vale' to point in the policy document which highlights the need for an Oxford – Cambridge Expressway</p>	<p>There should be area strategies for the market towns of Thame, Henley, Wallingford, Abingdon and Faringdon. These areas have planned employment and housing growth, and have particular issues related to transport that need addressing.</p>	<p>These areas should work with the public transport, cycling and freight mode plans, alongside their Neighbourhood Plans</p>
<p>Further evidence needs to be presented on options to address the fact that a longer-term solution is needed to alleviate congestion on the A34, including their relative benefits and viability of deliverability.</p>	<p>We are working with Highways England on improvements to the A34, both as short-term projects to 2019 and as part of the new Oxford – Cambridge Expressway project</p>	<p>Added 'Science Vale' to point in the policy document which highlights the need for an Oxford – Cambridge Expressway</p>					
<p>There should be area strategies for the market towns of Thame, Henley, Wallingford, Abingdon and Faringdon. These areas have planned employment and housing growth, and have particular issues related to transport that need addressing.</p>	<p>These areas should work with the public transport, cycling and freight mode plans, alongside their Neighbourhood Plans</p>	<p>Added explanation into policy document together with a diagram</p>					
<p>There should be a statement that outlines how communities that are developing NDPs should use the documents' contents and can best support the policy aspirations. Neighbourhood Planning should not be overlooked as an important component in</p>							

<p>the delivery of the various strategies – especially for public transport patronage and the development and use of pedestrian and cycle routes.</p>		
<p>The A4074 (Oxford-Wallingford-Reading) corridor has seen strong patronage growth, but congestion is problematic. Much development is proposed along this corridor in the South Oxfordshire Local Plan. This route will also be important to Science Vale. What is proposed to support this growth?</p>	<p>Route strategies will developed alongside Neighbourhood Plans and mode strategies, as explained in the policy document before policy 2</p>	<p>We shall consider route strategies over coming years, including looking at the A4074</p>
<p>In Science Vale capital schemes, the emphasis is on highway improvements. Bus services are somewhat neglected; bus priority measures should be incorporated more.</p>	<p>Capital schemes will include bus priority where needed but such investment is dependent on commercial operators operating services on the infrastructure on a long-term basis</p>	<p>We shall work with developers, local and district councils and bus operators to identify places where infrastructure will benefit and boost bus operations. This will include working with councils and developers to ensure new development is located and built in a way to make frequent, reliable bus services commercially viable</p>
<p>For the Science Vale transport strategy to be delivered successfully, the station interchange, town centre, and major east-west radial roads all need to be joined up with as direct, logical and seamless a bus route as possible. Buses must be seen as playing a key role at the centre of the town, rather than a supplementary role on the margins. This needs to be considered when allowing for the expansion of the town centre and</p>	<p>We agree with this, which is why we have concerns about the plans for Didcot town centre</p>	<p>We shall work with the District Council to find a solution</p>

other developments.		
Poor links to Heathrow deterring high-value investment and concern at perceived lack of focus on this in the strategy.	Our policy document acknowledges the importance of improving access to Heathrow (and other airports). We are working to improve access and appreciate support from other local stakeholders in articulating this to Government.	We are working with local partners to promote and increase the speed of delivery of the Western Rail Access to Heathrow project. We are pressing for direct rail links from Oxford and Didcot to Heathrow to be established as a result of this.
Better bus links are needed between Swindon and Harwell	This falls within work leading from the A420 route strategy	We shall consider this in developing bus routes as part of route strategy work around links to Swindon
Demand for action on the A34, especially management of overtaking lorries - request lorries are kept to the inside lane.	This has been raised with the DfT by Oxfordshire County Council	We shall work with Highways England on ways of addressing this problem during our forthcoming work on A34 infrastructure around Oxford
Objections to the locations of the proposed Lodge Hill, Sandford, and Cumnor P&Rs in terms of their impact on nearby villages through traffic and noise, and their location in the green belt. Additionally, some doubt over the principle/efficacy of remote P&Rs. Objection to diamond junction scheme at Lodge Hill and concern over potential lorry driver rest area.	<p><i>Lorry park/driver rest-area &amp; P&amp;R</i></p> <p>The possibility of locating a P&amp;R at Lodge Hill is part of longer term possibilities to support increased numbers travelling to Oxford. We are commencing a study into long-term options for P&amp;R later this year, which will look at the options for retaining existing P&amp;Rs as well as new, outer P&amp;Rs.</p> <p>Provision of a lorry park/driver rest area would be designed to provide better facilities for those travelling on the A34, and reduce the impact of lorries using the currently substandard laybys, which cause congestion and safety risks as drivers slow down to park and then pull out of laybys</p>	These concerns will be considered within the relevant project study.

into fast-running roads). Similarly alternative locations will be considered for this.

Furthermore, the mention of a proposal in the Local Transport Plan 4 does not preclude a scheme being subject to the normal process of consultation as it is drawn up in more detail.

*Lodge Hill junction*

The County Council has now undertaken modelling based on future housing and employment numbers proposed for the area, which includes Science Vale and Oxford, as well as that for Abingdon itself. This modelling demonstrates the increased pressure on Abingdon's local roads with the increase in trips. It shows the subsequent improvement if A34 traffic is permitted to access from all directions at Lodge Hill. Further evidence to this effect will be available at the Examination In Public. Modelling and subsequent discussions with Highways England (HE) also show that this proposal is in principle acceptable to HE as the online flow on the A34 is not significantly impacted.

The Evidence of Transport Impact report

	<p>on the Vale of White Horse Local Plan proposals (which is available on their website) sets out the strategic need for new infrastructure including the Lodge Hill interchange, as part of a package of measures to deal with the increase in trips from the growth in housing and employment in the area.</p>	
<p>Attention to cross-boundary traffic to/from Reading and the potential impact of a third river crossing is insufficient.</p>	<p>We will continue to work with Berkshire councils on the potential for additional river crossing capacity at Reading, taking into account the potential for impacts on the local road network from the increased traffic flow across the river. We also need to understand expectations for population growth in Berkshire and the impact this would have on future demand across any potential bridge.</p>	<p>Included this statement in the policy document</p>
<p>Action on AQMAs appears to have been delegated to SODC. This indicates a lack of joined up thinking, where environmental concerns and transport concerns are dealt with by separate authorities.</p>	<p>When an area is declared an Air Quality Management Area (AQMA) because of exceedance of particular pollutants, the district council is required to develop an Air Quality Action Plan (AQAP). Where transport is a contributory factor, we shall work with SODC to consider possible solutions.</p>	<p>We recognise our responsibility with AQMAs and will work with the district councils to consider possible solutions, taking into account our overall transport strategy.</p>
<p>A general feeling that the south-east corner of the county has been neglected in terms of any thought towards strategic infrastructure provision, especially the</p>	<p>We have developed a freight strategy taking into consideration the problems caused by HGVs on the local road network.</p>	<p>We are keen to work with SODC, residents and businesses in the development of Neighbourhood Plans and any route strategies, considering</p>

<p>traffic impact of the M40 on the local road network and problems caused by HGVs.</p>		<p>possible solutions to problems taking into account our overall transport strategy</p>
<p>The proposed new bridge over the Thames with a road link to the M40 south of the Baldons will create an outer ring road on the south side of the city which, together with the Sandford Park and Ride site, will create an area of land in between and in the Green Belt. This will put even more pressure on development and for expansion of the city boundary.</p>	<p>We shall consider what measures to take to ensure our county's economy grows, balancing possible measures against environmental concerns.</p>	<p>The development of any road link would have future consultation before implemented</p>
<p>Based upon experience in European countries the biggest take up of cycling is for journeys less than 5km and therefore more emphasis should be placed on shorter journeys. A lot of emphasis is being placed on commuting cyclists, especially in Science Vale, who only represent a very small proportion of all cycle journeys.</p>	<p>The Government has announced hundreds of millions of pounds of investment in science based industries in Science Vale, which is attracting multi-national companies to consider locating in the area. These companies are looking to locate where infrastructure is good, and this includes cycling infrastructure. It's essential we take the opportunity to ensure our cycling infrastructure meets the expectations of these companies so that they choose to locate in Science Vale, this will in turn support our aims to increase levels of cycling in Oxfordshire.</p>	<p>We shall work with partners in the Oxfordshire Cycling Network in developing our cycling plans and take advice on what best enables short distance and leisure cycling as part of our wider strategy. We are developing an Oxfordshire Cycling Strategy and will consider implementing measures as and when there is funding and an appropriate scheme</p>
<p>As part of the development of route strategies for the A417 and A338, cycle routes along these corridors should be provided. These strategies (and the proposals therein) should be completed in the near future, rather than be considered long-term aspirations.</p>	<p>We are developing a strategy for these roads which includes investigating provision for cyclists</p>	

<p>Given the growth in housing and employment proposed in Wantage and Grove; proposals for new perimeter roads and improvements to the existing network are insufficient.</p>	<p>We shall be considering the problems around Wantage and Grove as part of our work on the A417</p>	<p>We shall continue work on improving public transport links to the towns in collaboration with operators and stakeholders</p>
<p>There should be better cycling provision for people travelling from Berinsfield to Oxford, Science Vale, and other nearby settlements.</p>	<p>We have developed a strategy for cycling in Science Vale which includes investigating future requirements as they gain priority</p>	<p>We shall consider how to improve cycling provision for these areas as our strategy is implemented and reviewed</p>
<p>The current proposals for cycling in the Science Vale area are inadequate, the design and routing of new infrastructure needs careful consideration and committed investment.</p>	<p>A cycling strategy for Science Vale has now been developed. Additionally, a best practice guide will be produced to provide standards for the design of infrastructure across the county.</p>	<p>The cycling strategy looks to introduce new infrastructure across the Science Vale area. We will work with our cycling partners in Oxfordshire to develop a best practice guide for cycling, including agreed best practice for cycle lanes and junctions. It will consider lessons from other successful cycling cities and regions, while making the document relevant to the specific transport demands of our county, our ability to influence developers and taking into account the likely budget we shall have available for schemes over the coming years.</p>



## Banbury Area and surrounding villages comments

Issue raised	County Council's position	Proposed action / change in LTP4
The reliance on 'modal shift', although laudable on paper, is totally impractical in supporting the infrastructure that Banbury has and will need to develop to support the economy of a growing town such and its rural hinterland.	The Banbury Area transport strategy will reflect a balanced approach to both highway and sustainable travel modes.	None.
Traffic calming along A361 the South Bar Street/ Horsefair corridor – opposition to the need for introducing traffic calming methods, as traffic generally flows freely through this corridor. Concern that introducing traffic calming methods in this area will further increase the starting/stopping of vehicles' engines which, in turn, will cause an increase in air pollution.	We mean 'traffic calming' in a general sense, with the aim to reduce the attractiveness of this route to through traffic in order to improve the air quality.	Revise text to improve explanation of the need for physical measures to improve air quality by reducing traffic on the A361 the South Bar Street/ Horsefair corridor.
General support for the use of Bankside and the removal of traffic calming measures along this corridor. There are concerns that promoting this road will inevitably cause more congestion on Swan Close Road and Windsor Street/Cherwell Street unless traffic is diverted to a reopened Tramway for access to the railway station and the road bridge over train tracks to connect with Higham Way and the new link to the Central M40 site.	We will undertake work to understand the consequences of opening Tramway for access to the Rail Station and a road bridge over the tracks to Higham Way with a new road linking to Central M40 site.	Revise text to show commitment to study.
Support for the improvements at the	The strategy is imprecise due to the	Consider revising text to include

<p>Cherwell Street/Bridge Street junction, which is known for its congestion issues. There are, however, concerns in the use of the word ‘improvements’, as this is imprecise and there is a feeling that this should be strengthened into a definitive strategy. Support for major improvements to this junction, which could include the provision of a roundabout. With a potential redevelopment of this area we feel that the County Council should look at a pedestrian walkway over this junction, which would make the provision of a roundabout viable.</p>	<p>opportunities, and also uncertainties, of the Canalside redevelopment, and to a lesser, extent rail electrification.</p>	<p>context.</p>
<ul style="list-style-type: none"> <li>• Bloxham Road (A361)/ South Bar Street improvements</li> <li>• Increasing the capacity of junctions along Warwick Road (B4100)</li> <li>• Hennef Way/ Southam Road improvements</li> <li>• Hennef Way/ Concord Avenue improvements</li> <li>• Hennef Way/ Ermont Way improvements</li> <li>• Ermont Way/ Middleton Road improvements</li> </ul> <p>Support for any improvements which would increase capacity and traffic flows, but questions how this could be achieved as no detail has been provided</p>	<p>Noted</p>	<p>Revise text to demonstrate how this will be achieved.</p>
<p>Provision of a link road from Higham Way to the Central M40 site. – Strong support for the provision of additional road</p>	<p>We will undertake work to understand the consequences of opening Tramway for access to the Rail Station and a road</p>	<p>Revise text to show commitment to study.</p>

<p>infrastructure, including a link road from Higham Way to the Central M40 site. The delivery of this link road will need to be part of a range of road infrastructure provision and there is a request for a South East Relief Road and Tramway/Higham Way bridge over the rail lines. There will need to be a 7.5ton limit along the residential parts of this new road. This was supported by the Inspector at the Cherwell Local Plan Inquiry and OCC were asked to investigate the potential for this crossing.</p>	<p>bridge over the tracks to Higham Way with a new road linking to Central M40 site.</p>	
<p>Provision of A361 Bloxham Road to A4260 Oxford Road Link Road. – This is supported. If OCC were to consider a South East Relief Road (joining the Central M40 site to Bankside), then there would be a tangible link all the way to the roundabout at the end of Sycamore Drive, in affect making a ring road (Bloxham Road &gt; Oxford Road &gt; Bankside &gt; South East Relief Road &gt; Higham Way/Central M40 link road &gt; Ermont Way, Hennef Way, Ruscote Avenue, and Warwick Road).</p>	<p>Noted.</p>	<p>Revise text to ‘spine road’. Revise text to show commitment to study.</p>
<p>Provision of a link road east of M40 Junction 11 (Overthorpe Road to A422), if required. – This is supported.</p>	<p>Noted</p>	<p>None</p>
<p>Potential link road crossing from Tramway to Higham Way. – This is strongly supported by and we would like to see the inclusion of this road as part of an overall attempt to get traffic from the East of the railway to the</p>	<p>We have been cautious about the need for a road bridge from Tramway to Higham Way as traffic modelling and engineering feasibility work, to generate inform the way forward, is yet to be conducted.</p>	<p>Revise text to show commitment to study to determine the way forward.</p>

<p>West. There is a strong feeling that the wording of paragraph 12 (of the Banbury Area Strategy) should be changed from “may also be required” to explicitly include the Tramway to Higham Way crossing in the LTP4 plan. There is also a feeling that the phasing of this road needs to be brought forward to before 2024 and it should not be an ‘either/or’ situation when considering a potential South East Relief Road.</p>		
<p>Reviewing the highway signage on routes into the town centre to sign north-south through-traffic away from sensitive areas of the town centre and promote appropriate route choices at key decision making junctions, especially on Oxford Road A4260. This is generally supported. The current traffic lights and traffic calming on the Oxford Road needs to be reviewed as it is often causing rat-running through the residential estates that run parallel to this main North/South arterial route.</p>	Noted.	None
<p>Car park review and improvements, and provision of car park matrix signs. – This is generally supported.</p>	Noted.	None
<p>Support for the infrastructure provision to support an increased use of buses in Banbury. There are a number of concerns on the overall feasibility of modal shift in the Town.</p>	Noted.	None
<p>The notion of modal shift toward public transport will only be effective if the service</p>	Noted.	None

provision, and the 'pro's' of public transport outweigh those associated with private car use.		
If Oxfordshire County Council is reliant on modal shift then the service provision, cost and ease of access all need to be improved. If there are to be future cuts in service provision, then modal shift cannot be used as a method to deal with congestion issues in the town.	The Banbury Bus Strategy aims to create a network of commercial bus services providing high quality and attractive bus routes across Banbury. Bus travel is essential as a town the size of Banbury cannot rely on travel by walking and car alone.	Revise Banbury Bus Strategy to make the aims and methods of delivery clearer.
The provision of new bus routes needs to take into account that central Banbury is mainly pedestrianised and that for any modal shift away from the private car to the bus for access to employment to work it would need to coincide with the shift patterns of the major employers. We do not believe that this is economically feasible and so reliance on the private motor car will continue.	The Bus Strategy will examine town centre access by bus. The initial phases of the bus strategy will be focussed on providing high quality bus services connecting homes to work places the AM and PM peaks when congestion is at its worst. Success in the early phases will be built upon to widen key services to support shift workers at less traditional times of day.	Revise Banbury Bus Strategy to make the aims and methods of delivery clearer.
The need for a Bus Station in Banbury - would be reviewed with the possibility of relocating the existing Bus Station to a site in George Street. While this site would provide a good link to the town centre, There is a question over the need for a Service Bus Station altogether as drop off/pick up bus stops that provide shelter to bus users are more effective in a heavily congested area.	Noted	Revise Banbury Bus Strategy to indicate the need for a bus station will be reviewed including coach operations.
However, there needs to be provision for intercity coaches to drop off and pick up	Noted.	None

<p>passengers. This could be at an integrated transport hub at Banbury Railway Station thereby providing trains/coach/buses/taxis at a single location. The reopening of Tramway would be integral to this transport hub working properly and to take traffic off Bridge Street.</p>		
<p>Support for the development of Banbury Train station as an important 'entrance' to Banbury and would welcome any improvements at this site. It does, however, seem as though the strategies contained in policy BAN3 are mainly landscaping issues and the promotion of walking, cycling and public transport.</p>	<p>OCC will work with Train Operating Companies and Network Rail to support their vision for Banbury Station. OCC (and other Local Authorities) can add most value to the areas around the station building rather than the building itself.</p>	<p>Review text to ensure partnership working with Train Operating Companies and Network Rail is clear.</p>
<p>Support for the provision of facilities for pedestrians and cyclists, but considers this policy to be putting too much emphasis on the provision of walking, cycling and public transport provision. There are major concerns that the topography of the land and the inclination of residents to use cars as a mode of transport could hinder Oxfordshire County Council's reliance on overall modal shift.</p>	<p>Noted.</p>	<p>None</p>
<p>Would therefore urge OCC to consider road improvements as a more effective way to cure Banbury's traffic congestion issues. Paragraph 14 of the Banbury Area Strategy states that only 6% of journeys are made by bicycle, despite funding being put towards cycle ways over the last 20 years.</p>	<p>The Banbury Area Strategy pursues a number of road schemes within Policy BAN1.</p>	<p>None.</p>

Therefore, would urge OCC to stop using funding for more cycle ways as this approach has been ineffective in the past.		
General support for policy BAN5 and the inclusion of travel plans on all new developments that meet OCC's thresholds.	Noted.	None.
Would like to see developer funding put toward the development of a South East Relief Road, as previously requested under policy BAN1. There is a considerable amount of housing development taking place in the town, with an additional 7,000 houses expected by 2031. Seen as a missed opportunity in terms of funding for a South East Relief Road.	The Council seeks developer funding and other types of funding towards adopted schemes.	None.
There is a need for a South East Relief Road. The population of Banbury will no doubt benefit from a 'south-to-east' link road and this is something that should be mentioned in the LTP4 documentation. OCC's provision of junction improvements (at Bridge Street/Cherwell Street), a potential link from Higham Way to Tramway, and the improvements at Hennef Way are unlikely to resolve the congestion issues which are currently blighting the town.	We will continue to review the need for a South East Relief Road, based on Local Plan growth.	None.

<p>Awareness of the impending electrification of the railway along the 'Oxford Corridor'. This will force Bridge Street to be closed to allow for the bridge to be raised. This will further impede traffic trying to cross from the east of Banbury to the west, as the only available route will be along Hennef Way and along Concorde Avenue. As well as the electrification of the 'Oxford Corridor', developments on HS2, although it does not directly go through Banbury, will have a significant impact on lorry and vehicle movements accessing Junction 11 of the M40. This is likely to have a significant effect on the west-to-east movements.</p>	<p>We will work with Network Rail and Train Operating Companies on projects in the Banbury area.</p>	<p>Revise text to include partnership working on rail projects.</p>
<p>Disappointment expressed in the LTP4 documentation being overly Oxford centric. There is vast provision of transport infrastructure given in the Science Vale Area Strategy, including the provision of a number of link roads. Banbury is a major economic hub for Oxfordshire and the surrounding Counties and as a result more provision should be allocated to it in the LTP4 documentation.</p>	<p>As a large Oxfordshire Town Banbury has a dedicated Area Strategy and Bus Strategy within LTP4.</p>	<p>None.</p>
<p>New homes developments tend to be divorced from employment areas, the railway station and the motorway. A future transport strategy must provide new links east to west if the town is to avoid complete gridlock.</p>	<p>The A361-A4260 spine road and bus strategy will seek to improve connections east to west.</p>	<p>None</p>
<p>House prices in Oxford and more recently in</p>	<p>Noted</p>	<p>None</p>

the Witney area are likely to drive increasing numbers of buyers towards Banbury from where they will commute to work.		
A future transport interchange close to Banbury Station is essential.	Noted	None
Cherwell Street 'Eastern Corridor is not a realistic aim – it will only add to the existing congestion. Another bridge across the Canal for vehicles to connect with railway parking is needed urgently. Chiltern Railways parks off Higham Way have only served to add to the congestion and impede traffic movements through Grimsbury.	Point raised previously.	Point raised previously.
I would support a new link road from Higham Way to the existing Thorpe Way industrial areas if possible linked to the proposed road from A361 to A4260.	Point raised previously.	Point raised previously.
Bankside: I strongly support the promotion of Bankside. The road must be widened and traffic calming effects removed to take some pressure off the Oxford Road.	Point raised previously.	Point raised previously.
South Bar/Bloxham Road: I support the Bloxham Road/South Bar improvements. The new housing areas for 500 houses on the western fringe will generate many more car journeys on a road that is already at capacity.	Noted.	None
I strongly support the proposed Bloxham Road (A361) to Oxford Road (A4260) link road and would urge the revival of the option of a second motorway junction. Given the number of schoolchildren using	Noted.	None

the road to get to and from Banbury Academy, Blessed George Napier, and the Warriner Schools plus Queensway Primary, Harriers Ground and Bloxham Primary Schools thought needs to be given to further pedestrian crossings and safe cycle routes.		
Bus Station: I strongly support the need for a new bus station. The current bus station is already at capacity and will not serve as an interchange. Thought needs to be given to a new location. Bolton Road might be a possibility with a link to the railway station.	Point raised previously.	Point raised previously.
Bus routes: I strongly support working with public transport operators to develop the town's bus network and to provide extra services. Any improvements in infrastructure would also be most welcome. Bus services at present are completely inadequate – on most routes there is no evening or Sunday service – and are likely to be further reduced with declining subsidies.	Noted.	None.
The large crossroads at Southam Rd/Castle Street is ALWAYS congested and pumping filthy fumes into the air, as lorries idle, waiting for the lights. I am an expert witness - it is right outside the windows of the flat I live in.	Noted.	Revise text to confirm Southam Rd/Castle Street is included in the area strategy.
Bridge Street/Concorde Way/station intersection is a blight on the appearance of Banbury and totally without practicality.	Point raised previously.	Point raised previously.
I support the Banbury Civic Society	Noted.	None.

comments and suggested plan completely.		
With only two east-west crossing points, Hennef Way and Bridge Street, Banbury already has a congested and unreliable highway network. Many key roads are already at, or beyond capacity.	Noted.	None.
Hennef Way is at full capacity, as is Ermont Way, with particular problems on the Ermont Way roundabout and at Jct 11. Oxford Road is also at full capacity at peak times.	Noted.	None.
Traffic levels on the Southam Road between the Hennef Way roundabout and the Warwick Road crossroads result in serious delays at the Warwick Road crossroads with long tail-backs.	Noted.	None.
Traffic congestion on the Middleton Road is frankly a disgrace for a residential street, with air-quality levels that demand a solution. Traffic backing up over the railway bridge is seriously impacting the ability of motorists, taxis and busses to reach the railway station and its car parks, resulting in low use of the station car parks and unacceptable levels of on-street parking in residential areas.	Cherwell District Council continues to monitor air quality at Middleton Road, as yet an air quality management area has not been declared in Middleton Road as the threshold has not been met.	None.
The Inner Relief Road (Upper Windsor Street / Cherwell Street / Concorde Avenue) was an out-of-date concept when it was built in the early 1990s. It divides the town in half, separating it from both the railway station and from Grimsbury. The physical	Noted.	Revise text to explain the aims of Cherwell Street Corridor.

dislocation caused by heavy traffic at the Bridge Street crossroads is completely unacceptable, whilst the road-width and lack of pedestrian crossing points on Cherwell Street is a serious impediment to the regeneration of the Canalside area.		
Often the town comes to a virtual standstill because of congestion caused by the volume of traffic. This is particularly prevalent when incidents occur on the M40.	Noted.	None.
With all of the new housing sites being allocated on the western side of Banbury and all new employment sites, the station car park and the M40 connection being located to the east, the site allocations in the draft Cherwell Local Plan 2031 looks set to impose significant further traffic loads on the existing local road network, particularly between predominantly residential west side and the predominantly industrial east side, with its M40 connection.	Noted.	None.
There will be an intolerable burden on the two existing connections between the town's eastern and western halves; the modern Hennef Way to the town's north and the historic and congested station bridge in the town centre, connecting Middleton Road to the Bridge Street crossroads.	Noted.	None.
The desire line between the M40 and the town's north and east quadrants is reasonably well provided for by the current infrastructure, in that this traffic may avoid	Noted.	None.

<p>the town centre by using the modern Hennef Way, with its northern rail / river / canal crossing.</p>		
<p>The previously proposed south-to-east link road should now be re-examined in detail and an estimate of costs prepared in anticipation of such a project being seen as essential to support the town's planned growth. The preferred route start from Jct 11 on OCC / CDC's proposed link between Jct 11 and Overthorpe Road, using the existing bridge over the M40, and then following Chalker Way through the allocated Central M40 industrial site (Banbury 6 in the Cherwell Local Plan). It would then follow a sweeping crescent south-westward across railway, river and canal to join with an upgraded Bankside through an allocated open area at the heart of the consented Bankside development. Via Bankside, it would connect to the Oxford Road (A 4022) at the Bodicote Flyover. OCC / CDC's proposed Higham Way spine road provided as part of the allocated Higham Way and Central M40 developments (Banbury 19 and Banbury 6) would connect the route to the recently built multi-storey station car park.</p>	<p>We will undertake work to understand the consequences of opening Tramway for access to the Rail Station and a road bridge over the tracks to Higham Way with a new road linking to Central M40 site.</p>	<p>Point raised above.</p>
<p>Connectivity would be further enhanced by a 150metre link round the underused Spittle Farm allotments, connecting Higham Way (Banbury 19) to the existing Thorpe Way industrial area.</p>	<p>This suggestion will be included in the study work to understand the consequences of opening Tramway for access to the Rail Station and a road bridge over the tracks to Higham Way with</p>	<p>Revise text to show commitment to study to determine the way forward.</p>

	a new road linking to Central M40 site.	
If the south-to-east link road is considered impractical within the plan period, a second M40 junction on the south side of Banbury will be required.	Point Raised above.	Point Raised above.
The air quality on the Cherwell Street corridor is much worse and it would be inappropriate to reduce traffic flows on the South Bar / Horsefair corridor if this would result in more traffic on the Cherwell Street 'Eastern Corridor'.	Cherwell District Council monitors air quality and OCC will continue to work with them on air quality actions plans.	None
Developing the Cherwell Street 'Eastern Corridor' as the preferred north-south route through the town - This proposal is viewed with horror by Banbury residents and businesses alike. The existing Banbury Inner Relief Road (BIRR or Cherwell Street 'Eastern Corridor' is based on an outdated model that sought to relieve town-centre congestion by driving a new arterial route through the existing urban core. Like all such roads, it already has substantial adverse effects on the urban fabric and on air quality. It cuts the town in half, separating the town centre from the station and is a major impediment to pedestrian traffic. It is also the cause of chronic congestion, particularly on the station access, the Bridge Street crossroads and on Middleton Road.	Noted.	Revised text to ensure that "enlargement" is not used and make clear the aims of the Cherwell Street corridor study.
Any further enlargement of the Cherwell Street 'Eastern Corridor' (BIRR), or further	Noted.	None

<p>intensification of its use, would exacerbate the existing problems and bring to naught the recent efforts to encourage commercial and business enterprises to locate to the town. Such a proposal would also do nothing for west-to-east and south-to-east traffic flows that will only intensify due to the decision to locate most new homes on the west side of Banbury and to centre employment and the station car park on the eastern side of the town. The enlarge BIRR would also further separate the town centre from the railway station and make it almost impossible to integrate the allocated Canalside development site with the existing town centre.</p>		
<p>A361 Bloxham Road to A4260 Oxford Road Link Road - it greatly benefit residents of Springfield Avenue / Timms estate, whose residential streets are used as rat-runs.</p>	Noted.	None.
<p>Reviewing the highway signage on routes into the town centre to sign north-south through-traffic away from sensitive areas of the town centre and promote appropriate route choices at key decision making junctions, especially on Oxford Road A4260 - Not if this means more traffic over the Bridge Street crossroads.</p>	Noted.	None
<p>(We believe that LTP4 needs to be specific about the clear need for schemes that re-open the link from Tramway to Station Approach (taxis and buses) and from the</p>	Noted.	Review text to confirm the aspirations for the station forecourt and access to the station.

station forecourt and the canal towpath).		
The document makes no reference to the villages in the North of the County and their connectivity:- this is a particular concern for villages in the north of the County that have had to accept an excessive amount of un-planned development, with no improvement to the Highway Infrastructure ( notably the Highways, Cycle Paths or Bus Services).	Our policy document, freight, public transport and route strategies (where relevant) should be used to direct transport in Neighbourhood Plans and other local matters countywide.	Increased the emphasis on this in chapter 8 (policy 32) of LTP4 policy document.
We understand that one of the key inhibitors for OCC in making a plan for the A361, particularly for lorry routing, is an almost total lack of data on the source and destination of lorry traffic and the routes taken through the county.	Where resources allow a study into the A361 will be conducted through the LTP4 Freight Strategy.	None.
There has been no assessment of the Air Quality of this route through the villages especially in Bloxham. Due to the restrictions of the highway within the village, often vehicles are standing waiting for the traffic flow to recommence. This results in a concentration of emissions that are known to be harmful.	Cherwell District Council is responsible for monitoring air quality.	None.
The mini Roundabout in Bloxham is at capacity at Peak times now, yet no reference is made to any strategy for its improvements, despite this being a specific factor in the granting of several planning permissions in Bloxham.	This is a local, rather than strategic issue, and too localised for detailed inclusion. The funding secured will be utilised to improve the roundabout through the planning process.	None.
This Transport Plan (LTP4) does not appear to address the need for, or provision of, Highway or Transport improvements in	All areas of the County are covered by the general LTP4 policies.	None.

Bloxham. In consequence, we assume that all future proposed housing developments in the village will not be supported by OCC Officers as there is no mention of how such developments would be accommodated within this Transport Plan.		
In our opinion the Consultation document does not apply in Rural Areas for the reasons cited above, specifically it does not :- 1. support the Growth and Economic Vitality of the whole of Oxfordshire, 2. cut carbon 3. improve Quality of life	Noted.	None.
Officers welcome the reference in BAN 1 to a potential link road crossing from Tramway to Higham Way but this falls short of the wording agreed at the Local Plan examination in which options would be consulted upon through the LTP review process.	Noted.	Revise text to make clear the study/assessment, engagement/consultation methods.
It is acknowledged that some Banbury potential schemes may be less advanced to take forward to consultation at this moment in time than those at Bicester. If this is the case, it should be acknowledged in LTP4 with a commitment to assessment and consultation in the Policy, and timescales set out in an implementation plan or other document.	Noted.	Revise text to make clear the study/assessment, engagement/consultation methods and timeframes.
Certainty on transport initiatives with land-use implications will be required for the	Noted.	None.

preparation of Local Plan Part 2 and other land-use plans set out in the Local Development Scheme.		
Policy BAN 2 - This is a similar scenario as the potential link road in which no programme for the assessment of the options or how the final approach will be reached. There is a need for a commitment to assessment of the options, consultation in the Policy and timescales set out in an implementation plan or other document. Certainty on transport initiatives with land-use implications will be required for the preparation of Local Plan Part 2 and other land-use plans set out in the Local Development Scheme.	Noted.	Ensure bus strategy has a clear option assessment, engagement, and delivery path.
The Area Strategy recognises that the current cycle network at Banbury 'is fragmented and does not encourage people to consider cycling'. Policy BAN 4 commits the County Council to work with others to fill in gaps in walking and cycling but does not detail areas for intervention or how the policy would be taken forward. Without a framework at Banbury and no further direction in Policy BAN4, it is difficult to see how the aims of the policy can be delivered.	Noted.	Revise text to say how the policy will be taken forward.
Banbury's Area Strategy would benefit from a review of key county road links out of Banbury, including those that cross the county boundary. It would also benefit from further support from an overarching section	Note.	None.

<p>in the Policy Document, Volume 1 setting the links between county link road initiatives and those undertaken by other Local Highways Authorities and National programmes.</p>		
<p>Policies BAN5 and BAN6 - Relies on private sector funding to deliver transport initiatives. An implementation plan will be crucial to understand how this will work within a framework that limits the pooling of S106s to 5; to any given infrastructure scheme and a CIL system which is only intended to provide for gap funding. CDC and OCC officers will work together as part of the Cherwell Infrastructure Delivery Plan and Local Plan Annual Monitoring Framework but the approach to implementation of LTP4 initiatives needs to be set out in the LTP4. This will help ensure that Banbury schemes are incorporated within bids for the Local Growth Fund through the Local Enterprise Partnership and with other sources of funding.</p>	<p>Noted.</p>	<p>Revise text to include timeframes, where possible.</p>
<p>The LTP4 seems southern centric (apart from the Banbury Area Strategy), more could be done within LTP4 Volume 1 to reflect corridors and economic priorities in the northern part of Cherwell and connections outside the County boundaries.</p>	<p>Point raised previously.</p>	<p>Point raised previously.</p>
<p>The LTP4 approach to transport options does not clearly set out how the County Council intends to assess the specific</p>	<p>Noted.</p>	<p>None.</p>

options proposed and their social, economic and environmental impacts.		
Without a clear program to finalise options and an implementation plan, it is unclear how the policy objectives for sustainable transport and specific transport initiatives will be delivered and how this is going to inform Cherwell's local plan process.	Noted	Revise text to include timeframes, where possible.

## Bicester and area comments

Issue raised	County Council's position	Proposed action / change in LTP4
<p>Concerns were expressed that the improvements to M40 Junction 9 will be short lived as the traffic growth rapidly outstrips the increased capacity. Highways England comment that the current improvements will facilitate planned economic growth in the vicinity of Bicester, but that work to consider the long term impact of growth on the SRN is being undertaken.</p>	<p>The wording in BIC1 states that OCC will be, "Continuing to work with the Highways Agency to improve connectivity to the strategic highway, including future proposals for the A34, Junctions 9 and 10 of the M40."</p>	<p>No further amendment made. Current work programmes with Highways England will be continued.</p>
<p>There were some general comments about the peripheral routes policy and some about specific links. From a general point of view, it was felt that a ring road, rather than containing development within it, will only serve to encourage development on the outer edge.</p>	<p>A ring road should not be seen as a limitation to development. The level of growth being planned could not be accommodated within the ring road.</p>	<p>No amendment necessary.</p>
<p>Comment was received that there had been no mention made of the Howes Lane Realignment. Others commented that this realignment is fundamentally flawed as it will be useless for traffic wishing to bypass Bicester to the west – especially HGVs. Should consider widening Howes Lane instead.</p>	<p>Some form of realignment of the road is required in order to accommodate the necessary new tunnel under the railway. The wording should therefore include this link to make this clearer. The details around the design of this corridor are yet to be approved and are not necessary here.</p>	<p>Amend the second bullet point under the western corridor to read, "Realigning A4095 Howes Lane, as part of improving the strategic western peripheral route for Bicester."</p>

<p>It was felt that the reference to a junction with the rail line as part of the Western peripheral road is unclear.</p>		
<p>There was concern that the impact of large scale residential and commercial development at Skimmingdish Lane has not been assessed or addressed. Others wanted the roundabouts around Charbridge Lane and Launton Road to be rationalised.</p>	<p>The impact of development proposed in the emerging Cherwell Local Plan on Skimmingdish Lane has been assessed and the increased capacity in the LTP consultation document is now identified as needing to be dual carriageway. This work will include reassessing the junctions along the corridor.</p>	<p>Update the second bullet point to include to specifically say, "Upgrade link to dual carriageway on the A4421 between the Buckingham Road and Gavray Drive"</p>
<p>The proposal for a new link through the South East Bicester development site caused considerable concern because of any impact on the Upper Ray Conservation Target Area, the Gavray Meadows wildlife site and the Local Green Space. This would degrade important habitat. There are also concerns that the road would be within the setting of the Alchester Roman Site Scheduled Ancient Monument. The Historic Environment Record and the County Council Archaeologist should be consulted and Historic England would also welcome being consulted. It was suggested the road should exit at Peregrine Way roundabout, with this current dangerous northern exit from Peregrine Way needing assessment anyway. It was also felt that LTP4 should use consistent terminology when referring to</p>	<p>The routing of the road through this development site will need to take into account all of the constraints in the area, hence the "indicative" nature of the route on the map. However, this is a crucial link to achieve, both to lessen the impact on the highway network, but also to maximise on the connectivity of this site, particularly for buses.</p>	<p>No amendments to the wording proposed, but the significant concerns voiced are noted and ecology and archaeology interests will be consulted as any detailed proposals are brought forward.</p>

<p>the potential new and improved roads within Bicester and this link in particular to be consistent with the Local Plan.</p>		
<p>It was felt that there was a shortage of information in the plan around details of the improvements planned for Boundary Way.</p>	<p>This could be clearer.</p>	<p>The first bullet point for the southern corridor makes it clear that there are committed junction improvements at each of Boundary Way that are due to be delivered by developments. It is then the link capacity issues that require further consideration.</p>
<p>There were concerns over the two route options for the South East Perimeter Road – concern that the more southerly alignment would cut through the protected buffer zone, would box Wendlebury in between various pieces of transport infrastructure, and open up the land for infill development; concern that the more northerly alignment cuts across Bicester Wetland Reserve Local Wildlife Site. There was a call for LTP4 to commit to reviewing the requirement for this new road and the link through the south east Bicester development site. Request for OCC officers to visit Bicester Town Council to discuss Bicester South East Link Road proposals.</p> <p>The need for certainty through the Cherwell Local Plan Part 2 has been identified and that consultation on options should inform the final LTP4. It was also stated that an</p>	<p>The concerns expressed about Wendlebury and understood and part of the considerations. The route shown are only indicative and a high level ecology study will be undertaken to understand the constraints across the whole area. The need for an answer to the Boundary Way issues is not questioned within the strategy, but the Garden Town proposal for a new motorway junction may impact on the need for a perimeter road – see below.</p> <p>Happy to engage with the Town Council over this and the wider LTP4 implications.</p> <p>The aim is to provide certainty through the Local Plan Part 2 process. Further work on ecological and archaeological advice and technical engineering issues will be undertaken for the two route options for a South East Perimeter Road and the outcome will feed in Part 2 and a revised</p>	<p>The wording within BIC1 aims to make matters clearer. It confirms that the area strategy will be updated following consultation and approval of a preferred route.</p>

<p>implementation plan illustrating further work to implement its proposals with timescales will provide a greater element of certainty to help community engagement and integration of transport initiatives within land-use plans. Questions were also raised about how the County Council will assess the specific options proposed within BIC1 – when will route options be finalised.</p>	<p>area transport strategy.</p>	
<p>The Garden Town announcement and possible new M40 junction were picked up in several responses. It was observed that a new motorway junction would have an effect on the opportunities for traffic mitigation in and around the area and could therefore change the need for a South East Perimeter Road.</p> <p>Others felt this would be a waste of money and that instead there should be money for a longer term solution at Junction 9 or for an Oxford Cambridge Expressway.</p>	<p>The County Council is directly involved with the assessment of transport options within the Garden Town work. It is acknowledged that this <i>could</i> have an impact on the need for a South East Perimeter Road, but until options have been tested and the impacts and benefits are fully understood the options remain open.</p> <p>The County Council is also working with Highways England and the Department for Transport on proposals for an Oxford Cambridge Expressway and will clearly take this into account as plans for infrastructure around Bicester evolve.</p>	<p>A new bullet point within BIC1 is proposed on the new motorway junction to reflect the Garden Town announcement.</p>
<p>Concern was voiced that a number of the proposed schemes would appear to be likely to affect designated heritage assets, either directly or by virtue of being within the setting of a designated heritage asset. The Historic Environment Record and the County Council Archaeologist should be consulted on potential archaeological</p>	<p>Constraints and impacts of any scheme will be considered as they are developed.</p> <p>Noted.</p>	<p>No amendment necessary.</p>

<p>remains as the design of these schemes progress. When further details of a proposed route or works are known, Historic England also would welcome being consulted.</p>		
<p>It was suggested that a 50mph road around the outside of the North West development should be considered, both to give it a sound boundary and to facilitate the inevitable growth in commercial traffic. However, comment was received that this should only be prioritised if set within a wider assessment of all reasonable options when the time comes.</p>	<p>Traffic modelling of a peripheral road around the edge of the NW Bicester development did not show a clear benefit under the current plan horizon however the need to reassess this within any longer term growth discussions is acknowledged hence the wording in the area strategy. It is accepted that all reasonable alternatives would need to be considered – WebTAG guidance.</p>	<p>No amendment necessary.</p>
<p>Responses felt there was a shortage of information around solutions for Charbridge Lane and London Road – the latter in particular coming up as a concern (and similarly a lack of information for the South East Perimeter Road – see above for proposed changes to this wording).</p>	<p>Work is on-going with Network Rail and the East West Rail project to find solutions to both level crossings. The design of a road bridge over the railway at Charbridge Lane will commence, to include proposals for dualling that part of the highway network. Options appraisals and scheme feasibility for solutions to the London Road level crossing are currently being undertaken.</p>	<p>The proposal is to change the Charbridge Lane bullet point to state that this needs to allow for a dual carriageway link. The wording on the London Road level crossing is slightly amended to give more certainty over the fact that a solution <i>will be</i> agreed.</p>
<p>Encourage the development of a single train station for Bicester instead of the current two stations.</p>	<p>It is not a consideration under the current Local Transport Plan planning horizon.</p>	<p>No amendment necessary.</p>
<p>A 'Parkway' type station at Ardley should be considered as it would accommodate commuter traffic from points west and particularly Heyford Park and would obviate the need for travel through Middleton</p>	<p>Although a station at Ardley is not considered necessary or viable during this plan period, it is an option that would be investigated further in the future.</p>	<p>No amendment necessary.</p>

Stoney village to Bicester.		
<p>There was support for the Park &amp; Ride at Vendee Drive as long as this would make use of the bus service between Oxford and Bicester town centre. This facility will help with a wide range of dispersed journey-to-work origins.</p> <p>However, there was concern that this facility will barely replace the current 'overflow' parking that Bicester Village uses at Graven Hill.</p>	<p>It is intended that services between Oxford and Bicester town centre will be able to make use of the Park and Ride facility. Oxfordshire County Council will work closely with Bicester Village to ensure their parking and local highway network are managed effectively. Although the Park and Ride to an extent will mitigate the reduction in overflow spaces at Bicester Village, it is not intended as a direct replacement.</p>	<p>No amendment necessary.</p>
<p>Comment was received that key cross county roads, such as those to Buckingham, Aylesbury and Upper Heyford need to be upgraded to cope with Bicester's growth.</p> <p>In particular, it was felt that there is a lack of strategic thinking about improvements for the A41 to supplement Bicester's commercial operations while offering opportunities to tackle congestion.</p>	<p>This is covered in the Bicester Area Strategy within BIC1 by the last bullet point, "Reviewing key county road links out of Bicester, including those that cross the county boundary. A review of whether the B4100 between Bicester and A43 is still fit for purpose will be undertaken including whether an upgrade is required from its 'B' road status. Similarly a review of A41 to Aylesbury and A4421 to Buckingham will also be undertaken. The interrelationship of development at Upper Heyford with that of Bicester, connected by the B4030, will be considered carefully."</p>	<p>No amendment necessary.</p>
<p>Total assurance was sought that the Buckingham /Banbury Road Chicanes review would not allow HGV's through the town except for access.</p>	<p>HGV through traffic movements will be deterred and the peripheral route for these movements promoted. However, there have been a number of calls to reconsider the Banbury and Buckingham Road chicanes and it may be that they are no</p>	<p>No amendment necessary.</p>

	longer providing the function they were intended for.	
Bicester Town railway station has been renamed by Chiltern Railways to Bicester Village.	Agreed.	Change name of Bicester Town Station in LTP4 to Bicester Village Station
Access to the stations was raised as an issue.	Connectivity with the Rialway Stations is covered by “Enhancing pedestrian, cycle and public transport links to the Bicester Village Station and Bicester North Station and key employment sites” in BIC2.	No amendment necessary.
Concern has been raised about the perceived unfeasibility of the local bus network, which makes it difficult to see how an effective commercial network of bus feeder services will materialise as the rail stations are not sited close to the town centre and are not on major arterial bus corridors. A full consultation was requested as some of the proposed bus routes are not workable. Others felt that BIC1 was all about new roads with fewer measures to develop bus travel.	The county council will continue to liaise with operators, and also bus users, to make new or improved services as attractive as possible to ensure they have the best chance of commercial success. BIC2 sets out a number of measures for buses including, “Improving Bicester’s bus services along key routes”. The aim is to balance proposed highway capacity improvements with improvements enabling sustainable modes of transport. The buses will benefit from a functioning highway network. A comprehensive bus strategy has been developed for LTP4 in parallel to the area strategies.	No amendment necessary.
Concerns were raised about the bus corridor along Bucknell Road. There was also concern that the prioritisation of bus lanes could inconvenience other road users.	The challenges for this corridor are acknowledged. BIC2 states that “in particular there is the need to find a solution to issues at the Bucknell Road / Field Street junction which is proposed to become an important bus route as North West Bicester	No amendment necessary.

	builds out.”	
There is no mention of bus routes to local hospitals, i.e. The Horton in Banbury and the John Radcliffe etc. in Oxford.	The wording in the strategy is broader than this but leaves the hooks there to look into the detail. If specific proposals emerge from discussions with operators this can be included in future amendments to the strategy.	No amendment necessary.
The bus stopping arrangements for the new shopping centre were a concern as it was felt they represent a major detour for westbound buses. Bus stop facilities are needed on the west side of Manorsfield Road, opposite the current stops, to accommodate these services.	There is an aspiration to provide westbound stops, particularly as the NW Bicester development develops out. However, this level of detail is considered too ‘fine grain’ for LTP4.	No amendment necessary.
It was questioned whether a real answer can be found to the access to Bicester Village issues, which particularly impact local people at weekends and on Bank Holidays. Another entry into the retail park was suggested.	This is covered in the Bicester Area Strategy by “Improving access to Bicester Village. An essential element of mitigating Bicester Village’s impact is to improve connectivity with the local area through walking and cycling route improvements to key destinations. This in combination with Highway and Public Transport Infrastructure improvements will reduce the local impact in the area. Specifically a new Park and Ride service in close proximity to Bicester Village will be provided in 2015, improving its connections with Oxford and Bicester town centre.”  Level differences and the capacity of the A41 have made it difficult to find a feasible solution to providing a second access to	No amendment necessary.

<p>There were questions raised about crossing the A41 and Wretchwick Way – extremely busy roads for residents of new developments to cross.</p>	<p>Bicester Village. Crossing of the A41 is included in the Bicester Village Phase 4 access improvements and will be discussed with developers in terms of Wretchwick Way. BIC2 includes, “Improved pedestrian connections to Graven Hill including A41 crossing options to reduce severance and increase the accessibility of this site”.</p>	<p>No amendment necessary.</p>
<p>Comment was received that the strategic aim should be to provide dedicated cycling lanes, separate to the roads, and pedestrians. Where the footway is wide enough both cycling and pedestrians could use the route but there needs to be a clear delineation down the surface to identify the pedestrian and the cycling surfaces. It is not acceptable for both cycling and pedestrians to try and use a footpath for both! The laws on cycling on footpaths are very clear and need to be reinforced as many cyclists now seem to think they can ride anywhere and put pedestrians in danger! Others felt the cycling improvements were piecemeal and that a strategic cycling vision and map should be developed (like the Science Vale one). Others questioned the idea of promoting of cycling to the extent that it would prevent</p>	<p>Cycling improvements will be designed within the constraints of each location. The first aim in the Cycling Strategy within LTP4 is to deliver segregated cycle facilities on road. In terms of shared use facilities between pedestrians and cyclists, these are only considered appropriate where they have a relatively low footfall compared to a busy urban area to avoid conflict. The preference is generally not to delineate between cyclists and pedestrians as this is often ignored or not acknowledged, leading to conflict between the users. Legal enforcement of cycling on footways is not the responsibility of the county council. A more detailed strategy for cycling in Bicester is being developed through the Bicester Sustainable Transport Strategy commissioned by Cherwell District Council. The aim is for a balanced strategy whereby any redistribution of traffic resulting from</p>	<p>No amendment necessary.</p>

cars from accessing the usual routes within the town.	sustainable measures in the town centre will be met by the peripheral route improvements. However, access to the centre by all modes will be maintained.	
Detailed comments on the specific pedestrian/cycle routes listed– (i)&(ii) need to include the Middleton Stoney Road, (iii) this suggestion will be firmly opposed locally, as all vehicle access to the town centre is essential. (iv) needs to be under the A41. (V) - hope you mean 'from' the Town Park (The Garth) so as not to further encroach on this town treasure!(vii) any bridge needs to be simple and not a complicated eyesore(Tubbs Crossing).	All these points will be considered as these schemes are developed. The merit of any scheme and its impact on other modes will be carefully considered and consulted upon.	'through the town park' reworded as 'from the town park'.
Market Square - Bicester County Councillors have long pressed for this to be consulted on ONLY once the London Road crossing issue is resolved!	Market Square improvements will complement the major investment in the town centre redevelopment and will be progressed once other developments impacting on the Market Square are completed.	No amendment necessary.
It was felt that a radical approach to facilitating mode shift to buses is required.	Within the town the Bicester One-Shared Vision has identified a shift to cycling as the best opportunity for mode shift. However, with an expanding town bus will become more important for cross-town trips and will continue to be a key mode for trips to and from external connections. The strategy includes Smarter Choices and Travel Plans to help to achieve this shift.	No amendment necessary.
Concern regarding HGV traffic in Middleton Stoney. Routing arrangements should be	Issues around HGV movements are covered by the Freight Strategy within	No amendment necessary.

<p>put in place to ensure HGV traffic does not use the B4030.</p>	<p>LTP4.</p>	
<p>HGV routing agreements are sometimes abused on the B430. Through traffic is using the B430 but should be using the strategic network. A 7.5 tonne weight limit should be applied to B430 with the exception for local access for those vehicles which need to use it for access to local business purposes.</p>	<p>The County Council is working with Highways England to improve the strategic corridors and their junctions to encourage long-distance trips onto appropriate roads. The Freight Strategy within LTP4 includes a section on new weight limits. The B430 can be included within these considerations, although progress will be dependent on funding.</p>	<p>No amendment necessary.</p>
<p>There were some questions over the map:</p> <ul style="list-style-type: none"> <li>- it doesn't show any of the proposed road amendments or routes of new roads</li> <li>- it could be entirely changed after the government inspector has reported the "Extension to perimeter road (indicative)" that is shown as a red dotted line must not go from the A41 to the Gavray Drive roundabout.</li> <li>- the peripheral corridor improvements indicated with a blue dotted line mean what?</li> </ul>	<p>Until new road alignments are approved they cannot be shown on the map. Indicative arrows are used instead. This is a live document. The area strategy will be coming back for an update later this year. Constraints will need to be established with the developer and interested parties. These are only indicative at this stage.</p> <p>They indicate the peripheral corridors where measures will be undertaken to maintain the capacity of these routes. The necessary improvements vary.</p>	<p>No amendment necessary.</p> <p>The wording of the eastern peripheral corridor bullet point under BIC1 now states that the improvement on this corridor will be the delivery of a dual carriageway.</p>
<p>Disappointing to note that the B4030 is now considered a strategic link route between the new settlement at Heyford Park and Bicester. Disbelief that modelled measures can be implemented effectively for Middleton Stoney.</p>	<p>The B4030 runs from across county from Enstone to Bicester and is a rural 'B' road to connect county areas together. It does not have the strategic role of an 'A' road or motorway, but localised growth will increase the traffic flow. A bypass has been modelled to the North</p>	<p>No amendment necessary.</p>

<p>Traffic impact on B4030 should be reduced by a bypass north of Middleton Stoney Village.</p>	<p>East of the junction at Middleton Stoney but initial investigations showed limited benefit for a scheme of this scale with the level of development proposed.</p>	
<p>Disappointing to note that the B4030 is now considered a strategic link route between the new settlement at Heyford Park and Bicester. Disbelief that modelled measures can be implemented effectively for Middleton Stoney. Traffic impact on B4030 should be reduced by a bypass north of Middleton Stoney Village.</p>	<p>The B4030 runs from across county from Enstone to Bicester and is a rural 'B' road to connect county areas together. It does not have the strategic role of an 'A' road or motorway, but localised growth will increase the traffic flow. A bypass has been modelled to the North East of the junction at Middleton Stoney but initial investigations showed limited benefit for a scheme of this scale with the level of development proposed.</p>	<p>No amendment necessary.</p>
<p>A request was received to ban road humps, in particular those planned for Middleton Stoney Road. Instead the planned pedestrian controlled traffic lights should be used as a speed control measure that won't damage vehicles.</p>	<p>The approved Middleton Stoney Road scheme comprises road cushions which should minimise any potential damage to vehicles when compared with road humps.</p>	<p>No amendment necessary.</p>
<p>There was a call to include motorcycle in more than just the road casualty statistics - a congestion reducing mode and one that requires fewer parking spaces and is more economic than the private car. It was felt there was a blurring of technology – promotion of cycling and electric cars, but no mention of electric bicycles or electric motorbikes. Roads and parking facilities need to be designed to accommodate motorcycles in</p>	<p>Noted.</p>	<p>No amendment necessary.</p>

either internal combustion or electric forms.		
<p>Changes are necessary to ensure the draft LTP4 is consistent with the Community Infrastructure Levy (as amended)</p> <p>The LTP4 should include a commitment to consider any potential requirements for strategic transport infrastructure and strategic public transport service contributions in the context of the Community Infrastructure Levy Regulations (as amended) and National Planning Policy Guidance (NPPG)</p> <p>The LTP4 should include a commitment to set any requirements for strategic transport and public transport service contributions against the provision of land for any strategic transport infrastructure to avoid any 'double counting'.</p>	<p>The Community Infrastructure Levy is yet to be adopted by Cherwell. The LTP4 Bicester Area Strategy and The Cherwell Local Plan Modifications will form the basis for understanding what infrastructure should be included on the CIL list for Bicester.</p> <p>Potential requirements for strategic transport infrastructure and strategic public transport service contributions are considered in the context of the Community Infrastructure Levy Regulations (as amended) and National Planning Policy Guidance.</p> <p>Each development will be assessed on its own merits. Land is taken into account in assessing contributions.</p>	No amendment necessary.
<p>The LTP4 should include a commitment from OCC to engage with the developers on the transport infrastructure requirements for their sites and timing for delivery of any transport infrastructure requirements identified and the requirement for a possible south-east relief road within Bicester and a potential new link road through the South East Bicester development site.</p>	<p>Transport requirements are discussed in any pre-application discussions and during the scoping of a Transport Assessment. Where third party land is required for a transport scheme, engagement with interested parties will take place early on in the process once a scheme becomes a live project.</p>	No amendment necessary.
<p>Bicester is an Eco Town, soon to have Garden Town status, but this plan seems to erode at the already depleting green space in and around the town.</p>	<p>Transport schemes requiring green fields are only considered as a last resort after assessment has shown that improvements to existing routes would not be the answer</p>	No amendment necessary.

	and measures to improve sustainable transport modes are not sufficient on their own to address the issues.	
OCC to consider extending the consultation period until after the Cherwell Local Plan Inspectors report has been issued	LTP4 is a live document and will be updated as appropriate points.	Extension of consultation period not considered necessary.
LTP4 does not go nearly far enough to address the forthcoming traffic growth.	The LTP4 area strategy has been developed alongside the evidence for the Cherwell Local Plan and, pending confirmation over certain schemes in Part 2 of the Local Plan, addresses the impacts of the planned growth.	No amendment necessary.
The Draft LTP4 is not consistent with the Main Modifications to the Cherwell Submission Local Plan (October 2014). To be consistent there needs to be commitment to undertake regular monitoring reviews alongside the Local Plan Annual Monitoring Reviews. Need to measures the delivery of transport infrastructure against the delivery of development and the requirements set out in planning documents.	Every effort has been made to ensure that LTP4 is consistent with the Cherwell Local Plan Main modifications. The County Council will be involved in the Annual Monitoring Review including reviewing the IDP. LTP4 will be a live document and the area strategy will be updated later this year if the work undertaken to inform Local Plan Part 2 provides further clarity over the routing / design / phasing of schemes.	BIC1 has been amended to confirm that the area strategy will be updated following consultation on the south east link road options.
The forthcoming Bicester Masterplan should be in place before the compilation of this LTP.	LTP4 is a live document and any impact on the area strategy can be picked up in the review following on from the Garden Town work.	No amendment necessary.
There is insufficient evidence presented within the LTP4 to inform the transport strategy for Bicester.	The area strategy for Bicester in LTP4 is based on a comprehensive evidence base of movement studies and modelling carried out over a number of years.	No amendment necessary.
The Bicester Area Strategy is different in	LTP4 is a live document and the area	No amendment necessary at this

the level of detail, format and content to the Oxford Transport Strategy and Science Transit Strategy.	strategies reflect the current position in that area. Any amendments as a result of the Garden Town work, or any other significant pieces of work such as that undertaken in connection with Local Plan Part 2, will be taken account of in a review.	stage.
The approach to implementation of LTP4 initiatives needs to be set out in the LTP4.	Further work on the phasing will be undertaken in the review of the area strategy.	No amendment necessary.
Since being purchased by Bicester Heritage Former RAF Bicester is now a thriving industrial and sporting facility with a possible future for heritage tourism. The sport of gliding needs to be recognised.	This is not a matter for the LTP4 area strategy, but it is noted that the uses at this site should be accurately reflected in any wording.	No amendment necessary.

### Positive Feedback - No Action Required

It is pleasing that the plan recognises that traffic in Bicester is increasing.
CDC officers welcome Policy BIC 1 emphasis on further assessment and consultation on the element of the South east perimeter road connecting Graven Hill with the A41, and the acknowledgement of Garden Town initiatives.
Supports for the development of Graven Hill as a freight interchange.
I fully approve your paragraph at the top of page 9 regarding getting freight off the roads and onto the rail network.
The study to remove the chicanes on the Banbury and Buckingham Roads is welcomed.
I note your use of the correct name of Bicester TOWN station. Please insist on this remaining the name of the station as it defines the town and not a shopping outlet!
Bicester Town Station pedestrian and cycle access – fully support, but the rail crossing needs to be simple and accessible.
Green links – Fully support. Suggest engagement with Bicester Rambler and other interest groups.
Work is already in had on the parking strategy – we now need some real joint working with CDC and the Police to action a co-ordinated policy for the town.
I fully support your statement on the top bullet point on page 24 that “the south east quadrant of Bicester is viewed to be the most appropriate area for B8 employment uses given the strategic road and rail access.”

I approve of 20 mph speed limits in residential areas as well as more “Home Zones” that you identify on page 11 of volume 2.
I fully approve of your support for air travel from our local airport at London Oxford.
Support for measures in BIC 4 to secure developer contributions for capital and revenue support for bus services.
Design the P&R sites such that the quickest possible access and egress is achievable for each bus movement. We note and commend the design for Bicester Park and Ride in this regard.
Stagecoach in particular believes that the creation of new Park and Ride facilities at Eynsham and Bicester, both of which are on land controlled by the County Council, offer clear short-term potential to assist in consolidating demand from a wide range of dispersed journey-to-work origins, that will help allow for the early provision of enhanced direct commuter services to the Headington/JRH area, and in time, the remainder of the Oxford Eastern Arc, subject to bus priority and reliable peak journey times being achievable.... location and design of the new sites needs to have regard to taking advantage of the frequency and range of existing services as far as possible. Eynsham and Bicester are exceptionally well-located in this regard, with at least 6 buses per hour available at each today.



### Chipping Norton – Summary of comments received

Issue raised	County Council's position	Proposed action / change in LTP4
Disappointed and concerned that the Chipping Norton Area Strategy section included in the County's LTP3 (revised Oct 2012) has been entirely omitted from the draft LTP4.	Understand these concerns. Area Strategies have been limited to the areas receiving the greatest volume of growth. The general LTP4 policies and strategies will apply to all areas of the County, and Chipping Norton will have specific chapters in the WODC Local Plan, as well as having a Chipping Norton Neighbourhood Plan. These other policy documents provide significant opportunities for Chipping Norton without having a Transport Area Strategy.	None.
Underlying needs for the A44 depriming and HGV compulsory weight limits in Horsefair, Chipping Norton remain unchanged.	Noted.	Strengthen the LTP4 Freight Strategy to include A44 reclassification scheme.
No section or strategy about Chipping Norton to deal with the Air Quality Management Area issues	WODC have an Air Quality Action Plan to address the Chipping Norton Air Quality Management Area. LTP4 Volume one has an Improving Air Quality section which highlights the Chipping Norton Air Quality Management Area.	None.
When will the feasibility study for the implementation of the lorry management measures be available and what weight will it be given?	Officers plan to conduct a study toward the end of 2015/16 financial year depending on available budget and resources.	None.

Anger and dismay at the virtual complete lack of mention of Chipping Norton in LTP4.	Noted.	None.
It will be extremely difficult to meet the housing target without an extreme rethink of traffic – more specifically the movement of the huge HGVs.	In combination LTP4, WODC Local Plan and Chipping Norton Neighbourhood Plan will address the impact of growth.	None.
<p>Following proposals:</p> <ul style="list-style-type: none"> <li>• HGV diversion route around the Rollright Stones</li> <li>• Priority system through Horsefair</li> <li>• One way system using Albion Street and A44</li> <li>• New second tier in the New Street Car Park</li> <li>• Charging the parking limits, especially along Topside.</li> </ul>	<ul style="list-style-type: none"> <li>• HGV diversion route around the Rollright Stones</li> <li>• Priority system through Horsefair</li> <li>• One way system using Albion Street and A44</li> </ul> <p>These proposals were explored in the OCC 2007 report “Chipping Norton AQMA Feasibility Study” which concluded none of these were suitable to take forward, which was when the A44 primary route status declassification scheme was included in LTP3.</p>	None.
New developments will result in the increase of HGVs, pollution and congestions, and increased traffic / problematic car parking	Noted.	None.
The Chipping Norton Neighbourhood Plan focuses several pages on issues such as transport and movement, and the Town Centre (including parking).	Noted.	None.
Lack of a commitment to de-priming the A44 through Chipping Norton in the local transport plan.	Noted.	Strengthen the LTP4 Freight Strategy to include A44 reclassification scheme.
Should commit to working with West Oxfordshire District Council to reroute large lorries from Chipping Norton as soon as	Noted.	Strengthen the LTP4 Freight Strategy to include A44 reclassification scheme.

possible.		
As well as the high levels of nitrous oxide, which have been measured for around a decade, lorries using the A44 at Horsefair represent a significant danger to pedestrian safety.	Noted.	Strengthen the LTP4 Freight Strategy to include A44 reclassification scheme.
Dismayed that there are no plans or strategy within the Oxfordshire Local Transport Plan – LTP4 to deal with the problem of HGV traffic passing directly through Chipping Norton.	Noted.	Strengthen the LTP4 Freight Strategy to include A44 reclassification scheme.
There has allegedly been a ‘black box’ in place on Topside for the past ten years that has consistently detected illegal levels of Nitrogen Dioxide which clearly represents a danger to the health and safety and general well-being of residents and visitors to Chipping Norton. Surely this warrants urgent action to deal with this health hazard.	WODC have an Air Quality Action Plan to address the Chipping Norton Air Quality Management Area. LTP4 Volume one has an Improving Air Quality section which highlights the Chipping Norton Air Quality Management Area.	None.
There have been a number of pedestrian fatalities in Chipping Norton involving HGV traffic, further and compelling evidence that action is required to find an alternative route for HGV traffic to avoid them using Chipping Norton as part of their route.	Noted.	Strengthen the LTP4 Freight Strategy to include A44 reclassification scheme.
Shelved the HGV Diversion Plan.	Noted.	Included in LTP4 Freight Strategy.
The High Street (outside of the Blue Boar) is a dangerous, narrow stretch of road.	Noted.	None.
We is encouraged that the need to re-route heavy goods vehicles in Chipping Norton is highlighted in relation to delivering potential air quality improvements in the town. This is	Noted.	None.

<p>a key issue for Chipping Norton and the the preparation of the feasibility study that has been commissioned to further consider potential lorry management measures is welcomed.</p>		
<p>It is understood that a number of potential measures have previously been considered including the use of weight restrictions, the re-routing of HGV traffic via the A40 through 'de-priming' of the A44 and signage modification as well as a bypass for the town. Whilst we accept that environmental sensitivities and lack of funding may render a bypass potentially unachievable, it is essential that the feasibility study considers all options including for example the potential to encourage improved HGV movements through the construction of short spur roads in appropriate locations.</p>	<ul style="list-style-type: none"> <li>• HGV diversion route around the Rollright Stones</li> <li>• Priority system through Horsefair</li> <li>• One way system using Albion Street and A44</li> </ul> <p>These proposals were explored in the OCC 2007 report "Chipping Norton AQMA Feasibility Study" which concluded none of these were suitable to take forward, which was when the A44 primary route status declassification scheme was included in LTP3. This remains the preferred scheme.</p>	None.
<p>Improving air quality in Chipping Norton has long been an aspiration (an Air Quality Action Plan was approved in October 2008) but there has been slow progress in identifying and implementing measures to improve air quality.</p>	Noted.	None.
<p>The impacts of this additional growth on the air quality management area should be assessed as part of the feasibility study and any opportunities to fund improvements from development and other funding streams should be examined. In addition to Chipping Norton, the impacts of HGV</p>	Individual development sites will be asked to assess their impact on the air quality management areas in the district.	None.

<p>movements in other towns such as Burford and Woodstock should also be assessed and potential solutions considered, as HGVs cause congestion and noise which impacts on local residents and tourists. We are pleased that this is acknowledged in the Cycle, Freight and Bus Strategies paper but clear actions should be identified to address the situation.</p>		
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### Witney and Carterton (including the A40 and Eynsham) comments

Issue raised	County Council's position	Proposed action / change in LTP4
<p>We agree that the restricted movement junction at Shores Green, coupled with only one river crossing at Bridge Street results in considerable congestion and journey time delay. In addition, we are pleased that the County Council recognise the constraint of the river combined with the level of demand for vehicular travel which results in severe congestion, delays to buses and air pollution - deterring cyclists and pedestrians from using this route.</p>	Noted	None
<p>We support Policy WIT1 which seeks to improve access to the strategic transport network and manage through traffic by securing the all-movement at-grade junction on the A40 at Downs Road, west-facing slip roads at A40 Shores Green junction, improvements to the Oxford Hill junction with Jubilee Way and the West End Link Road 2. In addition, the Council supports Policies WIT2 and WIT3; including the protection of the line of the Shores Green Slip Roads and safeguarding land for the proposed West End Link stage 2.</p>	Noted	None
<p>We consider that the West End Link 2 has a</p>	Note	None

<p>key role to play in tackling congestion as part of a package of strategic transport measures at Witney and has allocated land to the north of the town for the provision of 1,000 homes in order to help fund and deliver the scheme together with a new northern distributor road.</p>		
<p>In relation to Policy WIT4, we agree with the objectives set but wishes to raise concerns regarding the funding sources available to improve the frequency of the bus services. We have identified an aggregate funding gap between the infrastructure necessary to support growth to 2031 and the predicted income generated from CIL to be between £62.6 - £71.5m1, therefore developer funding through Section 106 Agreements and CIL (once adopted) is extremely unlikely to be able to fund the necessary bus improvements alone. In addition, we consider that the policy should reflect the need for bus services to be better aligned with rail departures and arrivals at Hanborough Station which will require collaborative working with First Great Western.</p>	<p>Developer funding will be sought to pump prime buses to serve new developments whilst they are being built in order to provide bus services before they become commercially viable.</p>	<p>None.</p>
<p>Considering Policy WIT6, we are broadly supportive of this policy, although given the substantial funding which has been provisionally awarded to investigate the options for major integrated transport enhancements to the A40 between Witney</p>	<p>The along with the Witney &amp; Carterton area strategies the A40 Strategy has been updated to reflect the importance of Park and Ride at Eynsham .</p>	<p>Revise text to strengthen commitment to Eynsham park and ride.</p>

<p>and Oxford/ the Northern Gateway, we would have expected more recognition of the role of a Park &amp; Ride. We consider this to be a vital part of the package of achieving modal shift and reducing congestion on the approaches to Oxford and the Northern Gateway. In addition, it is important that there is certainty as the implementation of the future Park &amp; Ride sites such as at Eynsham will impact on the wider transport strategy, including the retention of existing Park &amp; Rides sites such as Peartree.</p>		
<p>Finally, in regard to the funding for transport measures in the Witney area (Policies WIT7 and 8), as expressed above, developer funding alone (either through legal agreements or CIL, or both) is unlikely to be sufficient to fund the measures detailed and therefore other potential funding mechanisms should be identified.</p>	Noted.	Revise text to explain funding limitations and seek external funding opportunities.
<p>Turning to the Carterton Area Strategy, we are supportive of all the various enhancements proposed and are pleased that the County recognise that Carterton, as second largest town in the District, currently suffers from relatively poor access to the principal road network. Providing improved access will help to unlock economic growth potential in the town and better connect existing employment sites which will encourage inward investment linked to the activities at RAF Brize Norton. As such, the</p>	Noted	None.

District strongly supports the necessary improvements to the B4477 between Carterton and the A40 at Minster Lovell, along with the upgrade from B-classification to A-classification and west facing slip roads at the A40/B4477 Minster Lovell junction.		
As above, with regard to the funding for transport measures in the Carterton area, developer funding alone is unlikely to be sufficient to fund the measures detailed and therefore other potential funding mechanisms should be identified.	Noted	Revise text to explain funding limitations and seek external funding opportunities.
We do not think the above transport plan deals with the significant increase in volume of cars and car journeys that must result from the increase in house building in the area – not just Witney, but Long Hanborough and Woodstock as well. In other words the ‘solutions’ proposed are not commensurate with the scale of the problem.	Further measures will be sought from developments through the Planning Process.	None.
With regard to an integrated public transport system we would also favour more attention being given to linking bus services with trains and the railway system. i.e. regular bus services from Witney to Long Hanborough and Charlbury stations.	This is included in the Bus Strategy.	None.
WIT1 - The Parish Council welcomes the planned all-movement junction on the A40 at Downs Road and the planned upgrade of the A40/B4022 Shores Green junction to an all-movement junction.	Noted	None

<p>We also welcome the much needed feasibility and viability assessment of West End Link Road 2 (WEL2), a new road bridge crossing the River Windrush. We have previously made representations to OCC on this proposal and repeat those at the end of this document.</p>	Noted	None.
<p>Additionally we have explored WODC's background documents relating to WEL2 and have concluded that there is a substantial non-viability issue associated with the North Witney proposals (of which WEL2 is a part).</p>	Noted	None
<p>A notable exclusion from OCC's POLICY WIT1 is the Northern Relief (or Distributor) Road (contained in the WODC Draft Local Plan - North Witney proposal) which runs from the Woodstock Road across the New Yatt Road to the Hailey Road). Cost details for the Northern Relief Road are contained in the WODC Background Paper 6 - Appendix CIL and Local Plan Viability Appendices compressed. Geoffrey Arnold, Senior Engineer &amp; Transport Planner, OCC responded to a West Oxfordshire development proposal (Application no: 14/01671/OUT) for Phase 1 of the North Witney development. Proposal – The Northern Relief Road should be included in the Witney Transport strategy if it is to be consistent with the WODC Draft Local Plan.</p>	Noted.	Revise text to make it clear Northern Relief (or Distributor) Road is to be delivered by North Witney.
<p>The Viability results of the both scenarios in</p>	Noted	None.

<p>the model for North Witney FAIL THE VIABILITY TEST as in both cases the Relative Land Value is less than the Threshold Land Value. The RLV is only 65-67% of Threshold Land Value. NORTH WITNEY IS THEREFORE NOT VIABLE. When these previously unidentified costs are inserted into the Aspinall Verdi financial model for North Witney the RLV is not only below the TLV but in both scenarios modelled, the RLV is negative. The cost of the flood barrier and mains sewers have not been identified and are not included in the viability appraisal but would worsen the financial case. When these additional factors are taken into account the mitigation measures required to overcome the non-viability of North Witney become unachievable.</p>		
<p>The scheme to build a cycle path along the B4044 from Eynsham and Farmoor to Botley and hence to Oxford City would generate many more new cyclists along this road. Few cyclists use this route as it is intimidating for all but the most experienced cyclists. The route twists with many buses and HGVs using the road, with little opportunity to overtake cyclists. A path along the wide verge on the North side would allow cyclists, walkers and runners to use this road in safety. The County's Environmental Centre at Hill End is only</p>	<p>We are not opposed to this in principle but we consider that this would be an expensive project to undertake and that there are likely to be other projects to carry out that would benefit cyclists more than this link is likely to.</p>	<p>We shall continue to hold this as a potential future project in the event of funding becoming available.</p>

<p>accessible by car or minibus because it is too dangerous for buses to stop near Hill End and it is too difficult to walk on the present verge. A multipurpose path along the north verge would solve these problems, and cost no more than is being spent of the Plain roundabout, but would have much greater benefits. In addition the payback just in terms of improved health is only 10 years, according to a nationally accepted calculation method.</p> <p>With so many supporters of a B4044 path and the amount of money already raised, the County would only need to part-fund this path. But this project would generate immense support and health benefits. It would also go some way in closing the gap in the cycle routes around Oxford. This should be the next cycling scheme supported by the County.</p>		
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#### A40

Issue raised	County Council's position	Proposed action / change in LTP4
Pleased that there is recognition within this document that the A40 is critical for linking West Oxfordshire with Oxford/ the	Noted	None

Knowledge Spine and currently experiences severe congestion throughout the day.		
The congestion levels on the A40 deter businesses from locating in West Oxfordshire and therefore detrimentally impacts the local economy which in turn impacts on the growth potential of Oxfordshire as a whole.	Noted	None
Whilst there is reference to the need for 'major integrated transport enhancements' to the A40 between Oxford and Witney, the possible enhancements are not set out within the text of this document. We recognise that the County Council are still developing a strategy for improving the A40 corridor; however the broad options which include a Park & Ride at Eynsham and bus priority measures along with A40 corridor have been investigated in some detail and should be referred to within this document.	Updated to include A40 strategy.	Updated to include A40 strategy.
Congestion on the A40 also displaces vehicles onto other routes creating localised congestion such as along the A4095, particularly between Witney and Woodstock. This should be considered as part of the overall strategy so that traffic is diverted back to the A40 as the principal route to Oxford.	The A40 Strategy will address this.	Updated to include A40 strategy.
Currently congestion on the A4095 and other local roads detrimentally impacts local residents along these routes and creates	The A40 Strategy will address this.	Updated to include A40 strategy.

<p>safety hazards. Therefore major enhancements along with A40 should aim to significantly reduce the current levels of 'rat-running' along secondary routes and additional capacity should also be built-in to the scheme to create resilience as the population in West Oxfordshire increases and demand rises.</p>		
<p>We are also concerned that there is no reference to the A40 cycle corridor and the potential for improvements to Oxford/ the Northern Gateway which could be achieved as part of the major enhancements to the A40. This should be incorporated into Part 2 of the Science Vale Cycling Strategy as this is a key linkage to the Northern Gateway.</p>	<p>The Science Vale cycling strategy focuses on the Science Vale area. The A40 corridor is being investigated currently.</p>	<p>None.</p>
<p>Whilst the we agree that lorries and through traffic should be encouraged to stay on strategic routes, the strategy for the A40 should ensure that if freight is directed onto this route, there is sufficient capacity for this and other vehicles alongside the bus priority measures.</p>	<p>Noted.</p>	<p>None</p>
<p>We are encouraged that the A40 from Oxford to Witney is designated as a 'Rapid Transit Route' where investment will be concentrated and we support the provision of facilities such as pre-paid ticket machines, real time service information and secure cycle parking. We are however concerned that Eynsham is not listed alongside the other major hub locations at</p>	<p>Noted</p>	<p>The list on paragraph 41 is for major projects which are still being planned and/or funding for which has not been fully identified.</p>

paragraph 41, although we note that this is referred to on page 71 of this paper.		
Whilst Witney and Carterton currently benefit from a 'premium' bus service, the attractiveness of the services is degraded considerably by the journey time which is in excess of 50 minutes from Witney to Oxford at peak times and also the inconsistency in journey time due to congestion of the A40 approach to Oxford and on the Swinford Toll Bridge. Therefore, we strongly support measures such as the bus priority enhancements and Park & Ride to improve connectivity into Oxford and the Northern Gateway.	Noted.	None
We are wholeheartedly disappointed with the draft transport plan. It expresses a number of woolly hopes/aspirations without providing any concrete facts about how much things will cost, where the money would come from and what the quantified effect would be of the measures proposed and is therefore considered a feeble attempt at resolving desperate transport problems. Some meaningful financial data needs to be included in the plan.	Note the criticism of a lack of detail. This reflects the current stage of work. Future revisions to LTP will add greater level of detail.	None.
At point 30 (vol 1), it is indicated that West Oxfordshire (in particular Witney) is the largest commuter town to Oxford in the County. When combined with point 32 (vol1) indicating the 'through traffic' from outside the County and the A40 showing 2 areas	Noted.	The A40 section in the policy document is being revised

<p>that are at 95% capacity, the road is clearly 'full'. What the plan seemingly fails to consider is that not only is the A40 already at full capacity, West Oxfordshire District Council is planning to build 10,500 new homes between now and 2031 which will add further pressure to the highway network.</p>		
<p>The draft plan does not provide any realistic solutions to the problems being experienced now or in the future regarding the A40. Installing a Park &amp; Ride at Eynsham will be ineffective with only 1000 spaces and Witney commuters will still have to find a method of transport to get to Eynsham.</p>	Noted.	None
<p>Minster Lovell's bus service has been dramatically reduced by Stagecoach Oxfordshire due to the fact that congestion on the A40 means they cannot support timetables and with Carterton/Witney being 'growth areas', Minster Lovell's 'viable' public transport has been effectively withdrawn to ensure those areas receive a service. Investment into subsidised services for Witney's rural areas should be made a priority.</p>	Noted.	None
<p>A Bus Rapid Transit Route from Witney to Oxford is proposed to resolve the A40 problems. It is 'pie-in-the-sky' unless congestion into and around Oxford is significantly reduced. Bearing in mind the semi-rural nature of Witney,</p>	Noted	None

<p>potential passengers would have to drive to Witney, park and gain access to the bus. Who wants to pay for an expensive ticket to sit in a crowded bus, in a traffic jam when they could be sitting in the comfort of their own car and meeting their door to door transport needs?</p>		
<p>Stagecoach is unable to provide enough buses to support existing services so how can Stagecoach or other bus companies provide enough vehicles to meet the growing demands of West Oxfordshire? Providing extra dedicated buses and a park and ride facility at Eynsham will not resolve the A40 congestion problems.</p>	Noted.	None
<p>Employees need to access transport, day and night and this is emphasised by those working at BMW Cowley who employ 4500 people, two-thirds of those work on shifts. Will the Bus Rapid Transit Route provide a service from Witney to that part of Oxford between the early hours of the day to midnight?</p>	Noted.	To be considered as part of coming Bus Rapid Transit (BRT) project work.
<p>HGV's using the B4477 through Minster Lovell is an increasing concern to the Parish Council as the road is not wide enough to allow to two large vehicles to pass without mounting the kerb. This is extremely hazardous to residents (including primary and secondary school children) using the footpath. It is hoped that by installing west-facing slip roads at the A40/Minster Lovell</p>	Noted.	Environmental weight restrictions within the Freight Strategy.

<p>junction, the problem will be alleviated and this policy (including CA1 and WIT1) is therefore supported. At point 16 (vol 4) reference is made to environmental weight restrictions being reviewed - Minster Lovell wish to be included in the focus as it does not have any restrictions in force.</p>		
<p>The A40/Downs Road junction is also supported by the Council (WIT1 policy). It is considered that a broader review of HGV transport routes into and out of the County is considered to ensure that the most effective routes are used (and enforced) when considering carbon footprints, local economies, environments and the impact on those communities.</p>	Noted	None
<p>As part of policy CA1, the upgrading of the B4477 road to an 'A' classification should ensure that a safe and viable cycle route is incorporated. National Cycle Network route 57 runs through Minster Lovell and local funds have been previously sourced to maintain this part of the route. More investment needs to be secured in order to maintain existing routes, to ensure they continue to be used as well as establishing new routes.</p>	Noted	Revised text to make it clear the B4477 includes cycle provision.
<p>Since the adoption of LTP3, a map showing the future cycle network in Witney - linking people with schools, shops, services and employment, indicating which future developments could fund which sections,</p>	Noted	Revised text to show commitment to developing the cycle network in Witney.

<p>towards a joined up, comprehensive, safe network of routes - has not been created. Until OCC generate this map, the opportunities that arise as pockets of development occur in and around Witney will continue to be missed.</p>		
<p>We acknowledge the considerable effort OCC are putting into LTP4 and welcome it in the hope that within a year of its adoption a map of the future Witney cycle network is created to help developers and planners grasp any and all opportunities that will present themselves in the coming years.</p>	Noted	None
<p>In 2014 we asked our members, and the people in and around Witney who would like to cycle but don't, what they wanted from OCC. They said, 'We want space for cycling.'</p>	Noted.	We have developed a Cycling Strategy for increasing cycling in Oxfordshire with input from consultees across the county
<p>LTP4 demonstrates a very poor understanding of the reality of living in the rural districts of Oxfordshire. The public transport network between West Oxfordshire (Witney and its surroundings in particular) does not provide the transport solution that most people need. In the absence of a railway line between Witney and Oxford, residents in our locality have to travel by car to Long Hanborough or Charlbury rail stations. These stations provide a limited service, the parking is often full (despite both stations having had their parking provision recently extended),</p>	Noted.	We note the possibility of improving access to local stations in our section on rail strategy in the policy document. This will be expanded upon in our updated rail strategy. Options for improved public transport between Witney and Oxford will be addressed in consultation later this year.

and the carriages are overcrowded during the rush hour.		
The bus service between Witney and Oxford is also itself significantly detrimentally impacted by the slow journey times on the A40 caused by its congestion. For the people living in the villages, like our residents, there are very limited bus services to anywhere. If our residents want to take advantage of the bus service between Witney and Oxford, they need to be able to park within Witney.	Noted suggestion of park and ride at Witney.	The Park & Ride proposed for Eynsham will offer parking for those in the area travelling to Oxford. The updated A40 Strategy elaborates on this.
The inadequacy of long-term parking in Witney is well known, and prevents workers from being able to choose to drive to Witney, leave their car for the day, and catch the bus into Oxford. Cycling or walking to work is not a realistic option for people living over 10 miles from Oxford.	Noted.	None.
The consultation document acknowledges that a significant majority of people living outside of Oxford have to travel to work. This is certainly the case in West Oxfordshire. This situation will only be exacerbated by the imbalance between housing and employment growth incorporated within the SHMA and the emerging West Oxfordshire Local Plan – the vast majority of occupants of the new housing which will be built in West Oxfordshire over the period of the Local Plan will not be working within 10 miles of	Noted.	None.

their homes, as there is not a matching expectation for significant employment growth within our area over the same time frame		
Section 78 of Volume 1 says that the County Council will be involved in strategic planning so that additional housing is located close to jobs where people can walk or cycle to work or where people can access high quality public transport to get to work. There is, however, no indication of how this will or could actually be achieved.	Noted	None
It is our opinion that the improvements featured in figure 20 on page 42 are insufficient and too vague to achieve any significant improvement over the life of the plan. The improvements referred to are either uncertain or are referred to as “longer term.” The residents of West Oxfordshire need to see major improvements to this essential road network in the near future. The delays caused by the congestion on the A40 act as a direct inhibitor to economic growth in Oxfordshire, and blight the lives of West Oxfordshire residents daily.	Noted.	We are revising the A40 section in the policy document
The new junctions and sliproads proposed for the A40 around Witney (the Shores Green and Downs Road junctions) will only mean that drivers will access the A40 more quickly, to join the long and slow traffic queues.	Noted.	None.
With the collapse of the plans to build the	Noted.	None

<p>Cogges Link Road, the LTP still contains no firm plans to build a second river crossing in Witney, merely stating that there will be a “feasibility and viability assessment” of the possible West End Link Road 2, which would seem to suggest that any hope of a second river crossing is still a long way off in the future.</p>		
<p>At the same time Policy WIT2 says that there will be an implementation of “schemes to deter through traffic from using Bridge Street and the Woodstock Road.” For residents of Witney south of the river, the only way to access north Witney is by using Bridge Street. The County Council cannot justify making it harder for commuters to get through Witney until the second bridge crossing is built.</p>	Noted	Consider revision of text to ensure context is clear.
<p>It is naïve to expect that making improvements to the public transport network and routes for walking and cycling will achieve what our residents in West Oxfordshire need.</p>	Noted.	None
<p>We are too far from the major employment areas in the county and beyond for people to walk or cycle, the buses only use the already over-congested roads, and there is not an effective rail network able to serve West Oxfordshire. The reality is that whilst we continue to build housing away from the employment areas, the employees the county’s businesses need will remain</p>	Noted.	None

<p>dependent on the private motor car, and we will continue to look to the County Council to make concrete improvements to the road network to increase its capacity and improve journey times.</p>		
<p>The proposals in this section are generally inadequate to achieve the stated objectives. The failure to produce a strategy for the A40 to accompany this consultation is just one example. Figure 20 shows proposals for both ends of the Witney-Oxford section of the A40 but nothing in the Eynsham-Cassington area, while Figures 9 and 10 show this area with 95+% peak time capacity and it is admitted (at p41) 'it currently experiences severe congestion throughout the day'.</p>	<p>Noted these comments refer to LTP4 Volume 1 Overall Policy - Supporting Growth and Economic Vitality</p>	<p>We shall be consulting on future proposals for the A40 later this year.</p>
<p>Eynsham Parish Council supports Policy 03. The Eynsham to Botley B4044 Community Path should be included in LTP4 and funds provided for its completion.</p>	<p>We are not opposed to this in principle but we consider that this would be an expensive project to undertake and that there are likely to be other projects to carry out that would benefit cyclists more than this link is likely to.</p>	<p>We shall continue to hold this as a potential future project in the event of funding becoming available.</p>
<p>Policy 04 is supported to classify routes for direct through traffic along the A40 and local access routes. These must be combined with measures such as village centre weight limits to protect areas such as Eynsham from not only the environmental damage but the traffic congestion HGV lorries cause. There must also be adequate provision for enforcement of these limits.</p>	<p>Noted</p>	<p>We are considering options for a freight strategy for Oxfordshire taking into account the significant funding restrictions the County Council has.</p>

Eynsham Parish Council supports Policy 06 and the initiative to increase the proportion of freight carried by rail.		
The concentration on developing the 'Knowledge Spine' consistently overlooks the opportunity to include Eynsham as a development and employment area, while, on the edge of the Science Vale-Oxford-Bicester corridor it is given the burden of an outer Park & Ride and Bus Rapid Transit route (Figure 22) to support the Science Transit Network.	Noted.	None.
To date, there has been inadequate co-ordination between OCC and the district councils of land use and transport infrastructure. The pressure to deliver more housing has been at the expense of employment and been hampered by inadequate development of the transport infrastructure. One example being the lack of an A40 strategy to deal with the WODC draft Local Plan development for Witney and Carterton.	Noted.	None.
Eynsham has chronic traffic problems on Witney Road in the vicinity of Bartholomew School and the pedestrian footway access to Eynsham Primary is inadequate, particularly with the increase in pedestrian traffic from the Swinford Green development which was allowed to proceed with inadequate infrastructure provision.	Noted.	None.
Eynsham Parish Council cannot support the	Noted.	We shall be consulting on A40

<p>proposed Oxford Bus Strategy and outer Park &amp; Rides, particularly the proposal for an Eynsham Park &amp; Ride. Without a positive and deliverable strategy for the A40, on which the Park &amp; Ride is entirely dependent, this will provide no gain in infrastructure efficiency. As proposed, the outer Park &amp; Rides will simply export the traffic problems, including the associated traffic, noise and light pollution out of the City, with little significant compensating benefit to the hosting communities.</p>		<p>strategies later this year.</p>
<p>Eynsham Parish Council supports Policy 18. The Oxford City Centre to Botley Cycle Super Route should be connected to the proposed B4044 Community Path to provide a dedicated cycle route from Oxford to Eynsham. A Cycle Super Route from the City Centre dead-ending in Botley makes little sense on its own. This is an opportunity to create an integrated cycle network beyond the City by joining this up with the Eynsham-Botley B4044 Community Path. This would not only create a joined up route from Eynsham to Oxford but, with improved cycle paths in Eynsham, would also connect with the Witney-Eynsham A40 cycle path and create an alternative route to the current Witney-Eynsham-Oxford route along the A40.</p>	<p>We are not opposed to this in principle but we consider that this would be an expensive project to undertake and that there are likely to be other projects to carry out that would benefit cyclists more than this link is likely to.</p>	<p>We shall continue to hold this as a potential future project in the event of funding becoming available.</p>
<p>Any strategic transport network for Witney and Carterton is entirely dependent on OCC</p>	<p>Noted</p>	<p>None</p>

developing a positive and deliverable strategy for the A40 between Carterton, Witney and Oxford.		
As major users of an outer Oxford Park & Ride on the A40 would be commuters from Witney and Carterton, any new Park & Ride on the A40 should be placed in the Shores Green area of Witney. This would reduce more car journeys than placing it half way along the A40 at Eynsham.	Noted.	We shall be consulting on A40 strategies later this year.
Eynsham Parish Council supports the cycling initiatives. By developing the Eynsham-Botley B4044 Community Path with the proposals included in Policy WIT5, an integrated cycle network could be created from Carterton to Oxford.	Noted.	None
Eynsham Parish Council supports any positive and deliverable improvements to traffic management on the A420. Overcrowding and delays during peak times and blockages in the A420/Botley interchange area can quickly have a knock-on effect to the B4044 reaching back to Farmoor and Eynsham, having a further impact on the B4449 and A40 at Eynsham Roundabout.	Noted.	None
Eynsham Parish Council is disappointed that while Eynsham seems to have a disproportionate burden of this Transit Strategy, it would receive few of the advantages.	Noted.	None
While admitting that the A40 at Eynsham	Noted.	We shall be consulting on A40

suffers high levels of congestion and delay (at 2.21) there is no positive or deliverable strategy to improve this area of the A40.		strategies later this year.
While Carterton/Witney are included in the Strategy as commuters for the Knowledge Spine, to be connected by the Bus Rapid Transit 3 system, it is proposed to site an outer Oxford Park & Ride at Eynsham, half way to Oxford and in one of the most congested A40 areas. While being overlooked as a destination employment site itself, Eynsham is expected to be burdened with the increase in car and bus traffic using the Park & Ride, as well as suffering the inevitable increased air, noise and light pollution that this proposed 1000 car interchange would generate.	Noted	We shall be consulting on A40 strategies later this year.
LTP4 should focus on creating integrated countywide cycle networks rather than concentrating on area strategies. In Oxford, a Super Cycle Route is proposed from the City Centre network to dead end in Botley. It should connected to the Eynsham-Botley B4044 Community Path, with improved cycle routes through Eynsham to the A40, combined with the Carterton and Witney area strategies for a cycle path between the two. This would create a dedicated, safe, longer distance cycle route stretching from Carterton to most areas of Oxford.	Noted.	None
Eynsham Parish Council supports the proposed Route Based Strategies for the	Noted.	None.

<p>A34, A40 and A420. However, traffic management measures should also take into consideration safeguarding the communities adjacent to the Routes. This should extend beyond imposing weight restrictions and expecting these to be self-policing. As an example, the A40 in the Eynsham-Cassington area suffers frequent accidents and blockages because of traffic overcapacity. When this occurs, Thames Valley Police divert the HGV traffic through the centre of Eynsham without warning, causing gridlock in the whole village.</p>		
<p>The Parish Council supports measures to increase the use of rail freight where possible.</p>	Noted.	None
<p>Support for public transport in rural areas should be a priority. Funding for subsidised routes which can integrate with other public transport should be maintained rather relying on volunteer and community transport schemes.</p>	Noted.	None
<p>Eynsham Parish Council does not support the proposals for outer Park &amp; Rides. The impacts on the hosting sites have not been taken into consideration. This would result in exporting traffic problems to outlying communities without providing them with adequate justifying benefits. The siting of the proposed Eynsham Park &amp; Ride on one of the most congested stretches of the A40 would mean</p>	Noted.	We shall be consulting on A40 strategies later this year.

<p>commuters from Carterton and Witney would have to cover half their journey to Oxford by car to benefit. Meanwhile, Eynsham would suffer the increased car and bus traffic and suffer from the air, noise and light pollution that a 1000 car full-service interchange would generate.</p>		
<p>Overall, this is a disappointing collection of documents. The proposals are generally inadequate to achieve the stated objectives. LTP4 seems long on platitudes and short on detail. Vital strategies, which would impact on the whole Plan, such as an A40 strategy, are missing.</p> <p>OCC policy is heavily dependent on things not in its control, such as direct Government or Highways Agency funding, rail authorities and private bus operators.</p> <p>There is little that is proactive. It depends on the co-operation of other authorities, companies or agencies with their own regulations and agendas or simply reacting as consultees to planning applications, infrastructure proposals or neighbourhood plans.</p>	Noted.	None

## A420 strategy comments

Issue Raised	County Council Position	Proposed action / change in LTP4
Difficult to access A420 from south of it at both the Little Coxwell and Longcot (Kings Lane) junctions. (2)	<u>Proposal 2</u> - Maintain suitable access from settlements along the A420	These junctions will be investigated
The Little Coxwell turn / Fernham Road needs to be a roundabout or have protected right turn (2)	<u>Proposal 2</u> - Maintain suitable access from settlements along the A420	This junction will be investigated
Major upgrade needed, not just piecemeal (6)	A major upgrade of the A420 corridor is not proposed for the current LTP period. Any significant scheme (such as further dualling of all or part of the route) would attract more traffic and be likely to encourage further sites on this corridor to be identified for development.	None
NMU crossing at Little Coxwell	Keen to improve NMU crossings	Investigate opportunities for provision
Need a roundabout at Faringdon / Great Coxwell (2)	<u>Proposal 2</u> - Maintain suitable access from settlements along the A420	This junction will be investigated
A415 roundabout requires improvement (2)	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road	This junction will be investigated
dog leg junction at the a420 hinton/longworth/southmoor exit is dangerous and needs improving – roundabout will slow people (Pinewoods road / Charney Road) (5)	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road	This junction will be investigated
A420/Park Road junction evaluation should include an option for a segregated layout.	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road	This junction will be investigated
If the A420 remains mainly single carriageway then the speed limit should be 50mph for the whole length, except for the dual carriageway	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road	Investigate speed limit changes

sections.		
Turning right a challenge (3)	<u>Proposal 2</u> - Maintain suitable access from settlements along the A420	Investigate junction improvements
Dual the route	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road	Investigate carriageway dualling
Monitor traffic levels along a420	Agreed – various sources of data available	Monitor traffic
Monitor traffic levels using Fernham Road junction during peak periods, once the new quarry is in operation.	Important to understand implications of new developments	Investigate traffic monitoring options for this junction
Make improvements to how people can travel to bus stops	Agreed	Investigate improvement opportunities
Cycle parking at bus stops (2)	Agreed that this would be beneficial in some locations	Investigate cycle parking provision opportunities
A420/Townsend Road at Shrivenham has to be a roundabout to cause gaps in the traffic long enough for those entering at other junctions to join.	Further discussions have taken place with strategic site developers since LTP4 was published: current thinking is to create an access nearer the site, further north of Townsend Road	Continue discussions with developer
Include pedestrian bridges/crossings for safety (6)	Agreed	Investigate areas with highest need and where funding will allow
The B4508/A420 roundabout needs a major overhaul as incomplete slip road is misjudged as a continuation of A420 resulting in near misses and shunts daily.	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road	Investigate safety improvements of this junction which may include improved signage of slip road 'give way'
Enforce 50mph speed limits better	Agreed	Investigate speeding issues and discuss with Police
Bypass around residential areas	A major upgrade of the A420 corridor is not proposed for the current LTP period	Investigate options to improve capacity without increasing rat running
Roundabout should be built North of the	This is the current position between	Continue discussions with developer

Shrivenham site, close to the bridge on the Highworth Road. The junction at Townsend Road should remain the same as gaps in the traffic would be provided (5)	OCC and the developer	
Larger villages need a cycle link to their neighbours. Namely :- 1. Fyfield - Kingston Bagpuize (current "crossing" of A420 currently totally inadequate with risk of cars running on hatched centre of road, needs traffic island). 2. Littleworth - Faringdon, Better signing of existing bridleway under pass between Tubney - Fyfield. 3. Cycle track link between Shrivenham and Swindon.	<u>Proposal 2</u> - Maintain suitable access from settlements along the A420	Investigate cycle route opportunities
Cycle crossing at Buckland cross roads - really needs a traffic island to make crossing of A 420 safer/easier.	There is currently a central refuge at this junction	Investigate opportunities to improve NMU provisions here
The 420 should not be widened, straightened or duelled any more. Wide = fast. Fast = dangerous. More roundabouts, traffic calming, obstructions, speed limits, cameras please.	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road.  Any changes to the A420 should not increase the likelihood of drivers rat running	Find a balance between vehicle volumes and safety
Maintain ability to ride horses	The effect of highway changes on horses will be considered.	
Support for measures on B4508, B4000, B4507	Agreed	
Acorn Bridge floods – improve	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road	Investigate opportunities to reduce flooding
Faringdon is a hub and should have its own plan	Area strategies are not possible in all locations. Neighbourhood Plans work	Noted

	with the mode strategies and policy document.	
As well as junction improvements already referred to in the A420 strategy, we see that short sections of realignment, widening and even dualling may be appropriate, not least to improve safety; and that this can be expected to assist significant improvements in bus journey times and reliability.	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road	Investigate suggestions to realign, widen or dual the route considering funding opportunities
Ensure new developments are able to access bus routes on A420	<u>Proposal 2</u> - Maintain suitable access from settlements along the A420	Investigate the provisions of NMU facilities to bus stops on the A420
Bike racks on buses?	Keen to increase sustainable transport usage	Investigate if there would be sufficient demand
Buses are severely delayed by congestion	Noted	Implement A420 strategy
Build a right turn lane and / or vehicle activated sign at Barcote Park Access	These improvements could help improve safety at this site, unfortunately there are currently no funds available to make safety improvements here	As developments are brought forward in the surrounding area safety improvements may be able to be made using funding from developer contributions
Reopen Grove and Shrivenham rail stations	Further work would have to be undertaken to assess whether the impact of opening these stations would help reduce vehicle flows, considering neither are in town centres so would likely attract people to drive to them. Also, buy-in from the rail industry would be required.	Noted
No bus laybys – buses are held up	<u>Proposal 1</u> - Ensure the A420 continues to perform a strategic function operating as a principal road	Investigate the provision of bus cages, half lay-bys and full lay-bys along the route
Restrict lorries unless local deliveries (4)	We have developed a freight strategy	Noted
P&R facilities should be sited further out in the	Undertaking a P&R study	Noted

county towns at the start points of journeys and not, as proposed, at interception points immediately outside the city		
Support for park and ride	Noted	None
Cumnor P&R should be placed near A338 to service A420, A338, A415	Undertaking a P&R study	Noted
No Cumnor park & ride as encourage rat running through village and in Green Belt (4)	P&R study	Noted
Plan must incorporate provision for maintenance of the road surface including white-lining and of lighting and signage	Noted	None
Bus service on A420 does not serve Longcot, there are no footpaths	Longcot does not create enough demand to support a bus service	A420 strategy

## Freight strategy comments

Issue raised	County Council's position	Proposed action / change in LTP4
Environmental weight limits sought in towns/villages not mentioned in LTP4	Although a few towns are named this does not preclude other towns and villages from consideration for weight limits, subject to resources	None
HGV routing agreement sought for NW Bicester to protect Middleton Stoney	Not an LTP matter	Referred to OCC Development Control
OCC should work with RHA and FTA to promote use of lorry specific satnav	Our participation in Freight Gateway will support RHA/FTA work to promote use of National Freight Journey Planner and lorry specific satnav	None
Need weight limit signs on M40 for side roads	Not an OCC responsibility	OCC to liaise with Highways Agency
Need ANPR enforcement of weight limits	OCC Trading Standards will determine appropriate technology to use, and Freight gateway's lorry watch facility will help identify potential offenders	None
Need HGV O&D survey on A361	Strategy includes plans for surveys	None
Oxford University keen partner on delivery and servicing plans, freight consolidation and low emission deliveries	OCC is keen to work in partnership with Oxford University and others	
Should be peak restrictions on freight movements in Oxford	Not currently planned, although loading and unloading is restricted in the city centre, but this could be considered in any future freight study work as part of the Oxford Transport Strategy	None

City Council wants focus on freight and delivery vehicles to cut emissions	This could be considered in any future freight study work as part of the Oxford Transport Strategy	None
Lodge Hill unsuitable for freight facility, no analysis of this v. other locations	This is mentioned as a potential location but if this project were to go ahead a scoping study looking at various sites would be appropriate	None
Reduce size of Watlington weight restriction zone	Strategy mentions review of weight limits which would include this	None
Cuxham doesn't want Watlington HGVs diverted via Cuxham	Strategy mentions review of weight limits which would include this	None
South and Vale want more detail on spatial impacts of goods vehicles	Strategy includes plans for surveys	None
Chipping Norton needs A44 de-priming and HGV diversion route	Strategy revised to include this	None
West Oxon wants limited road building as an option in Chipping Norton to reduce impact of lorries	It is difficult to see how short new road links could effectively relieve the town centre, as opposed to a full bypass which could but would be prohibitively expensive	None
West Oxon wants additional capacity on A40 to support its role as preferred lorry route	Work on an A40 strategy will take account of this routes significant role in lorry movements	None
Woodstock wants rail freight to reduce lorries on A44	The Cotswold Line is unlikely to have either the demand or capacity for rail freight compared with the Oxford-Banbury and Oxford-Bicester routes	None
OCC shouldn't have weakened commitment to minimise gravel miles in Minerals and Waste Plan	Not an LTP matter	Referred to OCC Minerals and Waste

## Cycling strategy comments

Issue raised	County Council's position	Proposed action / change in LTP4
The document should mention the cost to England from the lack of physical exercise - estimated to be £11 billion – and reference the economic benefits of active travel.	We do mention the benefits to health in the cycling strategy, cross-referencing the Joint Health and Wellbeing Strategy. However, the cycling strategy is intended to focus on how we can increase the level of cycling in the county, not to review arguments in favour of cycling.	Ensure that the health benefits of cycling are made clearer in the policy document as a reason to promote cycling, cross-referencing the cycling strategy.
OCC needs to increase its investment in cycling substantially if it is to meet its aim of trebling the level of cycling to work by 2031	It is important to recognise that local authority budgets have been and are likely to continue to be cut and there are not unused sums of money that can be allocated. However, where there is a clear justification and outcome, we will commit to applying for grant and other funding opportunities announced for cycling and related schemes.	Work with OCN and other partners in developing proposals and applying for grants and other sources of funding for cycling improvements.
OCC should not just seek to ensure that new developments encourage cycling and walking, it should insist on it	The cycling strategy refers to the OCC motion passed in September 2013 that included requiring cycling-friendly measures to be incorporated into all new road schemes and housing developments.	Emphasise the motion and that we require new developments to encourage cycling.
Cycling's value in promoting social inclusion should be included in the policy document: it is a low cost form of transport which helps people on low incomes to travel and different designs of cycle make cycling possible for many	We do not refer to this currently.	Cover this point in the Increasing Cycling section of the policy document, mentioning the low cost of cycling and inclusion schemes such as Wheels for All

mobility-impaired people.		
Develop Area Strategies for the whole county, based on a north-west, south-west etc format. Do not develop route strategies as these are too motor-vehicle centric.	We are prioritising area strategies in locations that will provide the most housing and employment growth in line with the Strategic Economic Plan. The County Council's position towards development in locations without an area strategy should be based on the Policy document and mode strategies and future route strategies.	Ensure that route strategies do not focus on motor vehicles but on improving all journeys made in the vicinity of the route under review.
Park & Cycle should be incorporated into Park & Ride locations. Park & Ride locations earmarked for closure should become Park & Cycle locations.	We have commissioned a study into Park & Ride for Oxford and the role of cycling will be included in this.	Include cycling in the forthcoming P&R study.
Ensure that mass transit/Bus Rapid Transit does not impact negatively on cycling and works in conjunction with it	We aim for BRT and cycling to be complementary as possible	Ensure that cycling integration is in the BRT development brief
OCC should appoint a Cycling Champion on the Council and appoint a dedicated cycling development team. There should be a Cycling/Active Travel Delivery Board at senior level to oversee the delivery of cycling outcomes and to promote soft measures.	We have a number of skilled and experienced people working on cycling within the Council. We currently have a high-level political champion in Cllr David Nimmo-Smith, the Cabinet Member for Transport, who is an enthusiastic cyclist and has supported many successful schemes, including the Oxonbike cycle hire project which is currently expanding.	OCC will work together with the Oxfordshire Cycling Network to develop and oversee new, innovative and cost-effective ways of improving cycling provision, based on relevant international best practice.
OCC should build a cycle path from the B4044 toll bridge to Botley	We are not opposed to this in principle but we consider that this would be an expensive project to undertake and that there are likely to be other projects to carry out that would benefit cyclists more than this link is likely to.	Continue to hold this as a potential future project in the event of funding becoming available.

Prepare clear numeric annual targets for increasing cycling rates across the County in the next 5, 10 and 15 years	We have set an ambitious target to treble the level of cycling to work in Oxfordshire by the end of the LTP4. We shall monitor our progress by means of the Census results.	Invite the Oxfordshire Cycling Network to develop an interim means of monitoring cycling to work using new data collection methods, in line with the principles of Science Transit.
Develop a network of bike-rail and bike-bus interchange points, with secure cycle storage and easy connection to key public transport routes.	We will work with transport operators and infrastructure owners to implement a network of quality bike-rail and bike-bus interchanges.	Highlight this objective in our cycle, bus and rail strategies.

## Bus strategy comments

Issue raised	County Council's position	Proposed action / change in LTP4
<p>Lack of clarity over the future of rural bus services and concern there are no plans for improving subsidised services into rural areas.</p>	<p>Work is underway to analyse the levels of need catered for by existing subsidised bus services. The needs analysis will consider:</p> <ul style="list-style-type: none"> <li>- Does the route serve unmet needs?</li> <li>- Does the route provide value for money?</li> <li>- Who does the route cater for (e.g. the vulnerable, peak travel)?</li> <li>- Does the route fulfil other statutory needs, e.g. home to school transport?</li> </ul>	<p>Once the analysis work is complete, proposed changes to the subsidised bus network would be issued for public consultation. This consultation would seek to determine the public's view on how the council should prioritise these services and its opinion on proposed changes to bus services.</p>
<p>Operators are unclear about how to introduce zero-emissions fuels into their fleets. Other respondents have suggested use of other fuels in buses in Oxfordshire, such as biomethane.</p>	<p>Oxford city is proposed to be a zero-emission zone. Bus operators will be able to develop and select the technology they use in meeting this target in the city.</p>	<p>We shall work with bus operators and vehicle manufacturers in developing and trialling new vehicle technology as part of Science Transit, for example 'virtual electric' systems, which would allow vehicles to operate under different technology in and out of the city</p>
<p>Concern that the bus strategy neither provides a delivery plan for the improvements it proposes, nor mentions which agency would deliver it. Bus operators seek clearer phasing of bus strategy and mode shift targets.</p>	<p>The bus strategy will broadly be implemented alongside other area or route schemes, via developments or with operators. LTP4 does not use hard targets in terms of mode shift.</p>	<p>We shall make this clearer in our policy document and bus strategy.</p>

Public support for integrated ticketing for multimodal journeys. Bus operators are introducing contactless debit-card payment technology and mobile-phone m-ticketing, which they expect to have lower back-office costs than smartcards.	We want to develop an advanced, integrated ticketless travel and cashless payment for the county. This development of this advanced system is in our Science Transit strategy.	We shall make the link to Science Transit clearer in our bus strategy and better highlight how the development of such an advanced system in Oxfordshire can benefit present and future operators.
Bus operators wish to retain existing level of access to Oxford city centre and re-open Cornmarket.	Accessibility to Oxford city centre for buses and bus passengers remains a high priority, although we have no plans to re-open Cornmarket.	We shall consider the requirements of bus operators and passengers when plans for the city centre get to a development stage.
Concern over the suitability of articulated buses in Oxford city centre with the introduction of BRT	The BRT network will require operation by multi-door vehicles with easy access and exit to minimise the time spent at stops. BRT services can be operated by double-deck or articulated buses	We shall describe BRT buses in terms of the operation specification/design outcome, rather than illustrating a specific design..
Blewbury requests that improved bus services between Didcot and Harwell loop around villages to maintain the village public transport links.	We aim to maintain a good level of public transport across the county. We need to balance providing a service to villages with providing fast connections from Harwell to the town and railway at Didcot.	We shall work with the bus operators and other partners to provide links to the villages while ensuring that the bus connections between Didcot and Harwell are sufficiently fast and direct to attract people away from car transport.
Increase the level of east-west bus services in Science Vale.	We aim to improve the level of bus links around the county subject to the existence of demand and commercial viability. Plans exist for improved links in Science Vale, but implementation is linked to delivery of housing developments and receipt of section 106 funding in the Wantage/Grove area.	We shall make this clearer in our area strategy and bus strategy.
Banbury is a larger town with many self-contained journey destinations. It will see significant growth, which offers the	We are working with bus operators and Cherwell DC to develop the bus network in Banbury. A detailed strategy is being	We shall make this clearer in our area strategy and bus strategy.

potential to create a critical mass of new demand on bus corridors that today are very ill-developed in terms of journey time and frequency.	worked up for the area, linked to new housing and commercial developments, which will result in new bus routes and more frequent routes.	
Bus services do not suit the needs of people working irregular shifts and the strategy does not address this.	Our transport policy and strategy aims to increase the level of usage of public transport and in doing so, make operating off-peak services more viable. Where new and enhanced services are funded from developments, then increased frequencies can be specified across the day, with the aim of establishing a market for off-peak services, including from people newly arriving in the area. However, the provision of additional capacity at peak times is fundamental, in providing a credible alternative to the car, and thus tackling road congestion.	Increasing the viability of services off-peak will result in more services running, so encouraging people working on irregular shifts to travel by bus.
Bus operators should contribute more to the development of highway design guidance.	Ensuring that larger developments have suitable spine roads for bus operation is understood, and discussions are held with operators as proposals come forward.	Noted.
Bus services should be at the centre of land use development planning guidance and practice. Operators urge that we strengthen our support for this, by articulating the requirements and principles needed to maximise the delivery of high quality bus services to	We agree that sustainable transport – including bus services - needs to be core of the design of new developments in the county, alongside Section 106 pump-priming for services. We shall continue to represent this to our partners in the district councils, who are the local	We shall make this clearer in our policy document and area strategy.

<p>and through new developments much more explicitly.</p>	<p>planning authorities. It is necessary to articulate these principles to developers at a very early stage.</p>	
<p>Bus operators wish to adopt an improved Quality Bus Partnership to facilitate the implementation of the LTP.</p>	<p>We are working well with bus operators and are pleased with the progress in attracting customers. We would like this to continue and grow countywide.</p>	<p>Our strategy will include building on our existing partnering arrangements to improve bus services and integrated ticketing across the county, including partnerships with new market entrants where appropriate.</p>

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## Service and Community Impact Assessment (SCIA)

### Front Sheet:

**Directorate and Service Area:**

**E&E Strategy and Policy**

**What is being assessed?**

**Local Transport Plan (LTP) 4**

**Responsible owner / senior officer:**

**John Disley**

**Date of assessment:**

**24 June 2015**

**Summary of judgement:**

LTP4 policies have been assessed as mainly positive in terms of their impacts on protected characteristics. The strongest positive impact is in terms of age and disability, where transport and accessibility are critical areas and where engagement with disability groups during the development of LTP4 and the previous LTP3 is reflected in the various policies that have been developed. The same is true of a smaller but still significant number of policies in respect of sex/marriage/pregnancy/maternity where again transport and accessibility are important. Transport policies are largely irrelevant in respect of ethnicity,

religion/belief/sexuality/gender reassignment, which is to be expected. There are significant and mainly positive impacts on rural and deprived communities although each has one policy having a negative impact. There are also significant and mainly positive impacts on council services.

LTP4 strategies have also been assessed as mainly positive in terms of their impacts on protected characteristics. This is particularly the case with the cycling strategy which has a strong and wide ranging emphasis on inclusion. The freight and bus strategies are also mainly positive, albeit to a lesser extent. The Science Transit strategy is balanced between one positive and one negative but this is still a very high level strategy and this may change when more detailed proposals emerge.

Turning to the area strategies, the Oxford Transport Strategy is the most strongly positive reflecting a strong emphasis on inclusion and deprivation as set out in the “tale of two cities” section. Banbury and to a lesser extent Science Vale take account of deprivation, while Witney, Carterton and Bicester have little impact at all.

## Detail of Assessment:

### Purpose of assessment:

This assessment has been carried out in parallel with the development of LTP4 policies, area strategies and mode strategies

### Statement of reasons and context for undertaking the assessment:

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.

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

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.

#### **Context / Background:**

LTP4 is updating the previous LTP3 to reflect the national and local growth agenda.

#### **Proposals:**

LTP4 sets out revised policies followed by a number of area transport strategies covering major growth areas (Oxford, Science Vale, Bicester, Banbury, Witney, Carterton), an A420 corridor strategy and mode/subject specific strategies covering cycling, freight and buses.

#### **Evidence / Intelligence and Alternatives considered / rejected:**

This is set out in the retrospective process evidence document.

### **Impact Assessment:**

The impacts of LTP4 policies on these various groups have been considered in detail and are set out in the Policy Impact and Strategy Impact tables.

<b>Action plan:</b>		
<b>Action</b>	<b>By When</b>	<b>Person responsible</b>
Update SCIA post-consultation	30 April 2015	Owen South

<b>Monitoring and review:</b>		
<b>Version</b>	<b>Date</b>	<b>Notes</b> (eg Initial draft, amended following consultation)

## Consultation process

STRATEGY	INFORMATION/ EVIDENCE
LTP general (Joy White and Richard Jeremy)	<p><u>Process:</u></p> <ul style="list-style-type: none"> <li>• Pre-consultation meetings were held with OXTRAG (which our key consultation group for people with physical disabilities and visual impairment) and Oxfordshire Age UK.</li> <li>• Pre-formal consultation meeting was held with Banbury group of ‘<i>My Life My Choice</i>’, which represents people with learning disabilities led by their facilitator to learn about the sorts of transport -related problems experienced by people with this type of condition.</li> <li>• The above mentioned groups and others were specifically alerted to the first stage public consultation and invited to respond.</li> <li>• Local communities – both rural and urban – were consulted through parish and town councils and district and county councillors. Information on the profile of respondents was sought, collected, analysed and reported to members.</li> <li>• A full written report and summary of all the consultation feedback was produced and submitted to members and senior officers through interallia CCMT and the LTP members advisory group.</li> <li>• Some key equality-related themes emerged e.g. concern about a possible geographical imbalance in the LTP due to the focus on the knowledge economy spine; and very strong support for investment in cycling and public transport especially buses.</li> </ul> <p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• Involved and informed organisations representing ‘protected’ and disadvantaged groups and communities about the LTP process and provided the platform for them to influence more detailed areas of transport policy if they wished.</li> <li>• OXTRAG brought our attention to the fact that ‘Vulnerable road user audits’ are not being carried out as per Council policy. There has been some ongoing correspondence with them about this issue.</li> <li>• Consultation had a major influence on amending the draft goals , objectives and some existing policies –for example:</li> </ul>

	<p>(i) the goal and objective relating to the economy were amended to reflect the intention that the LTP should continue to be a broad-based strategy for the whole of Oxfordshire and all social groups and communities;</p> <p>(ii) we introduced a high level equality-related goal and supporting objectives;</p> <p>(iii) it confirmed and reinforced our commitment to boosting cycling and bus services – modes which are most accessible to some ‘protected’ groups and disadvantaged communities – and led to a more explicit commitment to the goal of achieving modal shift from single occupancy car use</p> <p>(iv) it increased the importance attached to public health and the global and local environment resulting in these being given a clearer and more high profile importance in the strategic goals and objectives.</p> <p>OXTRAG has been briefed on the draft LTP and has been invited to feedback detailed comments as part of the formal consultation.</p>
Freight (Owen South)	<p><u>Process:</u></p> <p>Previous knowledge and awareness of the impact of freight traffic on vulnerable road users, and subsequent need – where feasible - to prevent or discourage through-traffic from using residential streets.</p> <p>Consulted with several town/parish councils and individuals in "rural communities".</p> <p>Consulted with the Road Haulage and Freight Transport associations.</p> <p><u>Influence:</u></p> <p>Informed and shaped policies/strategies regarding weight limits and lorry routeing advisory systems which will benefit vulnerable road users and local environmental quality in many affected rural communities.</p> <p>Influenced policy regarding lorry rest areas and lorry routeing advisory systems. The former will help improve the safety and employment conditions of long-distance freight drivers.</p>
Oxford Transport Strategy (Martin Kraftl)	<p><u>Process:</u></p> <ul style="list-style-type: none"> <li>• ‘Connecting Oxfordshire’ roadshow events in Oxford and the 1<sup>st</sup> stage LTP public consultation</li> <li>• Stakeholder workshops in July and November 2014. OXTRAG were invited and attended both sessions.</li> </ul>

	<p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• The OTS recognises the changing demography of the county, including the ageing population. The strategy includes proposals for major improvements to the city’s public transport, walking and cycling networks, which will improve the mobility of those without access to a car, or those unable to drive due to disability.</li> <li>• The strategy also includes proposals to improve transport connections to some of the city’s most deprived areas, including parts of east and south east Oxford. This will help improve access to jobs and services for these sections of the community.</li> <li>• The proposed expansion of P&amp;R, including the new links to destinations in Oxford not currently served by P&amp;R, will help ensure people living in rural areas have access to the jobs and services in the city.</li> </ul>
Cycling strategy (David Early)	<p><u>Process:</u></p> <p>One-to-one consultation with the Oxfordshire Cycle Network (OCN) - a recently formed umbrella group of cycling clubs and campaigning groups throughout the county – an initial contact meeting, followed by a workshop at County Hall.</p> <ul style="list-style-type: none"> <li>• We had concerns that OCN members and other cyclists responding to the public consultation would be mostly – or all - highly experienced cyclists and overwhelmingly male, so we sent out a request via the OCC intranet for people who either did not cycle or only rarely to attend one of two focus groups. This led to some participation by women and occasional cyclists.</li> <li>• After the workshop, and as the strategy was being developed and written, there was ongoing liaison with the chair of OCN to brief him on progress and hear his views and further ideas.</li> </ul> <p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• Directly involved cycling representatives in developing a vision of cycling, identifying the strategic impediments to cycling growth, where the main problems and needs are, and possible solutions and measures. The cycling strategy in other words was developed to a large extent <i>with</i> cycling groups.</li> <li>• OCN participants and other cyclists who responded to the consultation raised the issue of ‘inclusive cycling’.</li> </ul>

	<p>This had two aspects – firstly, the needs of people, some of them with disabilities, who use non-standard types of cycling vehicles e.g. electric bicycles, tricycles, trailers etc) and may have difficulty using standard infrastructure such as cycle paths and cycle parking, and secondly those individuals who may be discouraged or excluded from cycling because of gender-related or other issues. We learnt a lot more about these barriers from these groups, and where possible the strategy undertakes to design infrastructure and policies to meet these users, and potential users, specific needs, subject to limitations of space and affordability and relevant legal requirements such as DDA.</p>
<p>Bus strategy (Neil Comley)</p>	<p><u>Process:</u></p> <ul style="list-style-type: none"> <li>• In spring 2014 we undertook pre-formal consultation with reps from Age UK who raised issues to do with public transport e.g. support for community transport, support for people making the transition when they stop driving, concessionary fare scheme, and encouraging active travel amongst this demographic (walking and cycling).</li> <li>• At around the same time a series of ‘roadshow’ events were held across the County led by senior members to publicise various high profile transport proposals and the imminent development of a new LTP and public consultation on it.</li> <li>• In summer 2014 we held the first stage public consultation ‘Connecting Oxfordshire’ – a written 6 week consultation - prior to developing our strategies - this was open to members of the general public and, in addition, specific stakeholders and democratic representatives from all tiers of local government, representing ‘protected’ groups and geographical ‘communities and communities of interest, were specifically encouraged to participate.</li> <li>• In the major growth areas i.e. Banbury, Bicester, Science Vale, Witney &amp; Carterton, and Oxford, detailed consultation was held with a wide range of stakeholders in the process of developing area transport strategies which included detailed bus proposals (see evidence under area strategies). These have fed in to the overall county bus strategy.</li> <li>• Proposals for supported bus services are currently out to consultation and will be going through their own SCIA.</li> </ul>

	<p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• As mentioned above the first stage consultation led to the amendment of some goals, strategies and policies which gives greater weight to modal shift to public transport and active travel esp. cycling. It also reinforced the importance of concentrating on the whole of the county bus network not only narrowly on the growth areas.</li> <li>• As a result of the consultation the bus strategy has tried to maximise the potential benefits from development-related funding to improve bus services not only for residents and employees in new developments but also existing populations, particularly in those areas where there are high proportions of residents who work locally and have a greater propensity to use bus services for utility journeys.</li> <li>• It also reinforced our awareness of the importance of not only bus-car and bus-rail interchange (i.e. park and ride and train stations) but also the need to improve and enable interchange with walking and cycling and the importance of high quality appropriate PT interchange facilities on all types of bus route across the whole network.</li> <li>• All the above have been given greater prominence in the bus strategy to the greater benefit of certain 'protected groups' that rely on public transport, especially buses, and other sections of society that rely on public transport.</li> </ul>
Banbury Transport Strategy	<p><u>Process:</u></p> <ul style="list-style-type: none"> <li>• Banbury faces some challenging community and social issues with many of these issues related, but not confined, to the complex problems of deprivation. According to the Index of Multiple Deprivation 2010, in Banbury, areas of Ruscote ward and Banbury Grimsbury and Castle Ward, are amongst the 20 per cent most deprived areas nationally (<i>Source: Cherwell Local Plan Proposed Modifications, February 2015</i>).</li> <li>• In developing the LTP4 Area Strategy for Banbury, 2011 Journey to Work Census Data has been analysed. The data indicated significant demand for travel from the residential areas in the west of Banbury (including some of the deprived areas) to employment areas in the east of the town.</li> </ul>

	<p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• The emerging Bus Strategy was informed by these findings and comprises a short/medium term focus on improving west-east links in the town, with wards served including Ruscote and Grimsbury.</li> <li>• The Area Strategy for Banbury will therefore bring improved access to services, facilities and employment for those residents living in some of the most deprived areas of the town, particularly those who may not have access to a car, whilst at the same time managing traffic associated with growth of the town.</li> </ul>
Science Vale Transport Strategy	<p><u>Process:</u></p> <ul style="list-style-type: none"> <li>• Consultation with rural communities as part of the on-going development of the A420 strategy, A417 strategy and schemes such as Chilton slips.</li> <li>• Consultation as part of the development of the cycle strategy including cycle audits, consultation with the business parks, BUGs, Parish Councils, etc.</li> </ul> <p><u>Influence:</u></p> <ul style="list-style-type: none"> <li>• The recent LSTF bid included Wheels to Work scheme which focuses on helping NEETS get access to work.</li> </ul>

## SCIA Table of LTP4 Policy Impacts

Policy number	Policy Description	SCIA IMPACT (+ or -) P = potential, L = likely, D = definite						Policy Impact Description	
		Disability/age	Sex/marriage/pregnancy/maternity	Ethnicity/religion	Sexuality/gender reassignment	Rural communities	Areas of deprivation		Council services and staff
1	Ensure transport network supports sustainable economic and housing growth while protecting environment and heritage and supporting health and wellbeing	P+	P+				P+	P+	Sustainable should mean catering inclusively for these groups. The emphasis on health and wellbeing is positive for these groups who can face challenges with these.
2	Manage and, where appropriate, develop and extend road network to reduce congestion and minimise disruption and delays, prioritising strategic routes					P+		P+	Should reduce rat running through rural communities and benefit rural residents who rely on road transport (car or bus) as well as councils and their staff who need to get to work or visit clients by road.
3	Make more efficient use of transport network capacity by reducing share of single occupancy car trips and increasing share of journeys on foot, by bicycle and public transport	P+				P-	P+	P+	Benefits older, younger and disabled people who depend on non-car modes. Can reduce cost of infrastructure investment for councils. May be negative for car dependent rural residents.
4	Prioritise the needs of different types of user in developing transport schemes or considering development proposals, taking account of road classification/function and the need to make efficient use of transport network capacity	P+							Needs of disabled people and elderly people could be taken into account on the base of this.

5	Classify and number the roads in our control to direct traffic, particularly lorry traffic, onto the most suitable roads as far as is practicable	P+	P+			D+	P+		
6	Support measures to reduce the number of HGVs travelling through the county, by promoting freight by rail and working to improve strategic roads	P+	P+			D+	P+	P+	Fewer lorries benefit vulnerable road users in these groups, rural communities who often raise this issue, and potentially also council road maintenance costs
7	Work with operators and others to enhance network of high quality, integrated public transport services, interchanges and other infrastructure, and support the development of appropriate quality bus and rail partnerships	P+	P+			P+	P+	P+	Higher quality public transport services and interchanges will be more accessible and inclusive, benefitting rural and deprived communities and others who depend on public transport
8	Work with partners towards the introduction and use of smart, integrated payment solutions for a range of transport	P+						P+	Can be easier to use for people with some disabilities, can help council services such as concessionary fares
9	Work with the rail industry to enhance the rail network in Oxfordshire and connections to it, where this supports OCC objectives for economic growth	P+					P-	P+	Better rail network can benefit those who enjoy discounted travel and help meet council economic objectives but can push up housing costs
10	Support the development of air services and facilities that OCC considers necessary to support OCC objectives for economic growth								Not likely to affect these groups specifically
11	Manage parking under OCC control and work with district councils to ensure that overall parking provision and controls, including the potential for further decriminalised parking in Oxfordshire, are financially viable and support the objectives of local communities and this Plan	P+	P+				P+	P+	Parking restraint can benefit those without access to a car and if pavement parking is tackled can benefit disabled, elderly, child and parent pedestrians
12	Work in partnership to identify how access to employment, education, training and services can be improved, particularly for those with disabilities or special needs, or who have difficulties walking/cycling/using public transport or are without access to a car	P+					P+	P+	Specifically targets these groups and improves access to council services
13	Support the development and use of locally-organised community transport to meet local accessibility needs	P+				P+	P+	P+	Community transport is important to those without cars particularly in remote rural areas

14	Support the research, development and use of new technologies and initiatives that improve access to jobs and services taking into account their environmental impact and fit with other Plan objectives	P+				P+	P+		Improved access to jobs and services can benefit these groups
15	Target new investment and maintain transport infrastructure to minimise long term costs							P+	Helps councils with financial constraints
16	Publish and keep updated OCC policy on prioritisation of maintenance activity in the Highways Asset Management Plan								Not applicable
17	Ensure through cooperation with the districts and city councils, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport	P+	P+				P+	P+	Enables active travel and public transport to bring health and wellbeing benefits – this is positive for these groups who can face challenges with these, and helps those without access to a car. Councils reap healthcare savings.
18	Help reduce the need to travel through improving internet and mobile connectivity and other initiatives that enable to people to work at or close to home	P+	P+			P+		P+	Helps older, younger, disabled, parent/carer people, particularly in rural areas to access work and services and helps councils with service delivery.
19	Encourage use of modes of transport associated with healthy and active lifestyles	P+	P+				P+	P+	Enables active travel to bring health and wellbeing benefits – this is positive for these groups who can face challenges with these, and helps those without access to a car. Councils reap healthcare savings.
20	Carry out targeted safety improvements on walking and cycling routes to schools to encourage active travel and reduce pressure on school bus transport	P+						P+	Health and safety benefits to children and financial savings to councils.
21	Support the use of a wide range of data and information technology to manage the network and influence travel behaviour, working with partners to ensure that travel information is timely, accurate and easily accessible in appropriate formats for different user groups	P+		P+					This is designed to benefit those with disabilities and who speak different languages
22	Promote the use of low carbon forms of transport, including electric vehicles and	P+							Contributes to tackling climate change which will impact most on younger

	associated infrastructure where appropriate							generation
23	Work to reduce the emissions footprint of transport assets and operation where economically viable, taking into account energy consumption and the use of recycled materials	P+						Contributes to tackling climate change which will impact most on younger generation
24	Avoid negative environmental impacts of transport and where possible provide environmental improvements, particularly in Areas of Outstanding Natural Beauty, Conservation Areas, etc.					P+	P+	Negative impacts of transport can be particularly acute in deprived areas and in rural communities
25	Work with partners to improve public spaces and de-clutter the street environment	P+	P+					Improved public spaces can be more accessible for older and disabled people and parents with pushchairs
26	Record, protect, maintain and improve the public rights of way network so that all users are able to understand and enjoy their rights in a safe and responsible way	P+	P+					Improved rights of way can be more accessible for older and disabled people and parents with pushchairs
27	Support appropriate opportunities for improving towpaths along the waterways network, where it would not harm the ecological value of the area or waterway network	P+	P+					Improved towpaths can be more accessible for older and disabled people and parents with pushchairs
28	Consult from an early stage in the development of schemes and initiatives so that the needs of individuals, communities and all groups sharing a protected characteristic under the Equalities Act 2010 are considered and, where appropriate, acted upon	P+	P+	P+	P+			Helps these specific groups
29	Work with district and city councils to develop and implement transport interventions to support Air Quality Action Plans, giving priority to measures which also contribute to other transport objectives	P+	P+			P+	P+	These groups can suffer poor health from poor air quality and deprived areas as well as rural market towns can experience some of the poorest air quality

30	Identify those parts of the highways network where significant numbers of accidents occur and propose solutions to prevent accidents	P+	P+				P+		Men and children in deprived areas experience higher road casualty rates. Older and disabled people can suffer more serious injuries
31	Work with partners to support road safety campaigns and educational programmes aimed at encouraging responsible road use and reducing road accident casualties, keeping speed limits under review, including consideration of new lower speed limits and zones	P+	P+				P+		Men and children in deprived areas experience higher road casualty rates. Older and disabled people can suffer more serious injuries
32	Support the development of Neighbourhood Plans. Where a Neighbourhood Plan has been adopted and providing it is consistent with LTP4, the Council will seek funding to secure the Plan's transport improvements from local developments and the CIL as appropriate.					P+	P-		May benefit more assertive communities such as in rural areas but less so in deprived areas with less involved citizens
33	Work in partnership with the Growth Board and developers to meet the objectives of LTP4 and seek external funding to support the delivery of transport infrastructure priorities as set out in the Strategic Economic Plan and forthcoming Oxfordshire Infrastructure Strategy								No clear impacts, and LEPs may prioritise business needs over these groups' needs
34	Oxfordshire County Council will require the layout and design of new developments to proactively encourage walking and cycling, especially for local trips, and allow developments to be served by frequent, reliable and efficient public transport. To do this, we will: <ul style="list-style-type: none"> <li>secure transport improvements to mitigate the cumulative adverse transport impacts from new developments in the locality and/or wider area, through effective travel plans, financial contributions from developers or direct works carried out by developers;</li> <li>identify the requirement for passenger transport services to serve the development,</li> </ul>	P+	P+			D+	P+	P+	Fewer lorries benefit vulnerable road users in these groups, rural communities who often raise this issue, and potentially also council road maintenance costs.  Enables active travel and public transport to bring health and wellbeing benefits – this is positive for these groups who can face challenges with these, and helps those without access to a car. Councils reap healthcare savings.

	<p>seek developer funding for these to be provided until they become commercially viable and provide standing advice for developers on the level of Section 106 contributions towards public transport expected for different locations and scales of development;</p> <ul style="list-style-type: none"> <li>• ensure that developers promote cycling and walking for journeys associated with the new development, including through the provision of effective travel plans;</li> <li>• require that all infrastructure associated with the developments is provided to appropriate design standards and to appropriate timescales;</li> <li>• set local routeing agreements where appropriate to protect environmentally sensitive locations from traffic generated by new developments;</li> <li>• seek support towards the long term operation and maintenance of facilities, services and selected highway infrastructure from appropriate developments, normally through the payment of commuted sums;</li> <li>• secure works to achieve suitable access to and mitigate against the impact of new developments in the immediate area, generally through direct works carried out by the developer.</li> </ul>									
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## SCIA Table of LTP4 Strategy Impacts

Strategy	SCIA IMPACT (+ or -) P = potential, L = likely, D = definite							Strategy Impact Description
	Disability/age	Sex/marriage/pregnancy/maternaliv	Ethnicity/religion	Sexuality/gender reassignment	Rural communities	Areas of deprivation	Council services and staff	
Freight	P+				L+	P+		Main benefits of lorry route management, mapping and weight limits will be to rural and some deprived communities and to vulnerable road users
Cycling	P+	P+	P+			P+	P+	An inclusive strategy that seeks to extend the appeal of cycling to women, less confident cyclists and people with disabilities
Bus	L+				P-	P+		Reflects close working with age/disability groups e.g. on accessible bus stops and minimising walking distances to them, disability awareness training for staff, accessibility of mainstream buses to allow specially adapted vehicles to be used by those with severest disabilities. Proposals for supported bus services are currently out to consultation and will be going through their own SCIA.
Science Transit	P+				P-			This is a high level strategy with many details yet to be determined. It is likely to

								open up access to high level employment by people without access to a car but may divert resources away from social inclusion objectives of traditionally supported bus services
Banbury						P+		Strong emphasis on new bus links between areas of deprivation and employment sites
Bicester								No strong SCIA implications
Oxford	L+	P+				P+		Strong emphasis on inclusion and equality issues. WPL should balance income tax system that favours car users. Cycle network and Science Transit will benefit deprived areas and less confident cyclists.
Science Vale						P+		Cycle route network should help inclusive access to employment and services
Witney								No strong SCIA implications
Carterton								No strong SCIA implications

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Division(s):

## CABINET – 21 JULY 2015

### A40 – SCIENCE TRANSIT PUBLIC TRANSPORT SCHEME AND LONG-TERM STRATEGY

Report by Director for Environment & Economy

#### Introduction

1. This paper gives an overview of the on-going and planned investment in the A40 corridor. Cabinet is **recommended** to:
  - (a) Approve the inclusion of the A40 Science Transit Public Transport Scheme to the capital programme;
  - (b) note the context of a wider delivery programme of schemes currently underway which will improve congestion along the A40 corridor;
  - (c) and agree that the proposal to schedule a public consultation as part of 'Connecting Oxfordshire' on the options for a long term strategy approach for further A40 access improvements be undertaken in Autumn 2015.

#### Background

2. The A40 is a single carriageway Primary Route linking the M40, Oxford, Cheltenham and South Wales. On the section between Witney and Oxford it carries a daily flow of between 23,000 and 30,000 vehicles per day – well above the road's link capacity. The situation is exacerbated by junction capacity issues at Eynsham/Cassington and Wolvercote/North Oxford. This results in congestion on the route for much of the day, including at weekends.
3. The current bus services have achieved a notable success in attracting people who are travelling from Witney and Carterton to Oxford city centre, but there is still considerable scope for increasing bus use on journeys to the rest of the city, particularly the Eastern Arc, including Headington and Cowley - which is now the largest employment area in the city.
4. Witney and Carterton are the two largest towns in West Oxfordshire. They have both seen considerable growth over the last 30 years and this is expected to continue in the future. The A40 forms the main route between both of these towns and Oxford. It is used by most of the bus routes as well as general traffic. There is no direct rail connection for Witney or Carterton, the nearest stations are at Hanborough or Oxford.
5. OCC has taken a 'strategic corridor' approach to developing solutions to the existing (and projected) congestion issues for the A40 which is in two parts:
  - (a) A number of identified schemes to deliver some capacity and efficiencies on the network in the short term;

- (b) And an assessment of the scale and approach for a full 'access solution' to the A40 corridor (likely to be costly and delivered on a much longer timeframe).
6. A public transport scheme for the A40 was included in the Oxfordshire Strategic Economic Plan and was successful in provisionally being allocated funding from the Local Growth Fund (LGF) for a scheme from 2017/18.
  7. A Stage 0b Business case (Annex 1) has been prepared for approval setting out the preferred scheme for this allocation.
  8. In addition to the assessment of this scheme, work has been commissioned to review the options for a long term strategy for the A40 corridor. There is a need to identify and agree a medium to long term strategy for the corridor in order to guide development, and provide a basis for which funding applications can be made as future opportunities allow.

### **Current and Proposed Schemes for Improving the A40 Corridor**

9. Wider Context – The LGF funded scheme under consideration in this paper is only part of a wider investment package Oxfordshire County Council is taking forward for the A40 corridor. This particular scheme looks at a small section of the A40 – the western end of the Witney through to the Wolvercote roundabout in North Oxford. However, this scheme needs to be considered within the context of a number of improvement schemes along the wider length of the A40 in Oxfordshire. From West to East these include the following:
  - Access to Carterton (improvements to the B4477 and western facing slips on the A40 at Minster Lovell)
  - New Downs Road at grade roundabout on the A40 (in Witney)
  - Western facing slips at Shore's Green junction (Witney)
  - A new Strategic Link road joining the A40 to the A44 (just east of the Wolvercote roundabout)
  - Northern Gateway Access Road and associated bus priority improvements along the A40 corridor between Wolvercote viaduct and Wolvercote roundabout.
  - Wolvercote Roundabout improvements
  - Cutteslowe Roundabout improvements
  - 'Access to Headington' programmed improvements
  - Green Road Roundabout bus priority measures (completed March 2015)
10. The full complement of the above schemes (in addition to the proposed LGF scheme) constitutes 'Phase 1' of the council's programme of initial A40 corridor improvements and is illustrated in Annex 2.

### **Local Growth Fund Scheme Recommendation**

11. In the Oxfordshire Growth Deal (July 2014) the Government agreed a provisional allocation of £35 million to "expand the integrated public transport

system along the Knowledge Spine, delivering major enhancements to the A40 strategic route between Oxford, Northern Gateway and Witney”.

12. The recommended programme for this funding, as outlined in the Stage 0b Business case includes the following:
- An eastbound bus lane between Eynsham Roundabout and the Duke’s Cut, Wolvercote;
  - Westbound bus priority lane on the approaches to Cassington traffic signals and Eynsham Roundabout;
  - A Park and Ride facility adjacent to the A40 in Eynsham;
  - Junction improvements on the A40 corridor including those at Witney, Eynsham, and Cassington;
  - A bus priority scheme on the approach to Swinford Toll Bridge.
13. Although it is early in the development of these schemes the current best estimate of the cost for these schemes, as outlined in the business case, is as follows:

<b>Component</b>	
Bus Lane	£29m
Park and Ride (at Eynsham)	£6m
Junction Improvements (at Eynsham and Cassington)	£3m
Bus Priority at the Swinford Toll bridge (Eynsham)	£0.4m
<b>Total</b>	<b>£38m</b>

14. This would be supplemented by the purchase of vehicles by the operator, to a minimum estimated value of £2 million.
15. Initial investigation suggest that the A40 bus lanes will be able to be accommodated, for the most part, within the current highway boundary and that the footway/cycleway located in the northern verge will be able to be retained, and perhaps improved. The details of this will be explored as part of a detailed design process to be undertaken over the next 12 months.
16. The scheme should deliver substantial travel time savings for existing public transport users but also for current car users who switch to public transport and for remaining road users from reduced vehicle numbers. Success criteria for reduced congestion (journey times, queue lengths) and modal transfer will be defined as part of the scheme development process.

### **Next Steps for Further Improvement for the A40 Corridor**

17. Oxfordshire County Council is committed to the on-going development of a long term strategy to tackle the current and projected congestion issues on the A40.

18. The objectives for the strategy to improve travel in the A40 corridor are:
- To improve travel times and/or journey reliability along the A40 corridor, in particular between Witney/Carterton and Oxford, taking account of future travel needs;
  - To stimulate economic development in line with the Oxfordshire Strategic Economic Plan;
  - To reduce the environmental impacts and safety issues along the A40 corridor.
19. Long term strategy options – A Baseline Statement setting out the current and future conditions on the A40 route and potential options for dealing with the scheme was prepared in September 2014 and is available on the County Council website.
20. A number of possible main options were identified and tested including rail network re-instating, a guided bus system, a light rail system, two way priority bus lanes, and widening to a dual carriageway.
21. In addition, assessment included options around people movers, monorail systems or automatic guidance systems (which generally have a similar or identical footprint to one or more of the main options).
22. The estimated costs for these long term options, including land, contingencies and optimism bias allowance far exceed the current available funding. As a reference point, initial estimates are as follows:
- |   |          |
|---|----------|
| Re-instatement of railway (Witney – Yarnton)  | £289m    |
| Light rail (Witney – Yarnton)                 | £244m    |
| Guided Bus (Witney – Cassington – Wolvercote) | £187m    |
| Bus Lanes (Witney-Wolvercote)                 | £172m    |
| Dualling                                      | Estimate |
| pending                                       |          |
23. The current work programme for A40 improvements (in particular the new LGF scheme discussed above) is compatible with these longer term solutions.

### **A40 Strategy Consultation on the Long-Term Options**

24. The next step in the development of the long term strategy is to consult on the above schemes as part of the process for deciding which strategy should be chosen as the county's preferred way forward.
25. The A40 improvements are an important step to connect Oxfordshire, OCC's long term strategic aim to improve the county's transport network. 'Connecting Oxfordshire' is also the name of OCC's draft Local Transport Plan (LTP), which sets out proposed transport solutions for the county up to 2031, with ambitions beyond that in some cases. It has been informed by public feedback received in response to a series of public meetings and a public consultation in summer 2014, as well as detailed discussions with a wide range of stakeholders.

26. The county faces a huge challenge to enable people to make the journeys they need to as the population grows, and avoid damage to the economy caused by severe congestion, as well as to protect the environment. Therefore a significant shift away from dependence on private cars, towards more people using forms of transport that use less road capacity and damage the environment less is needed – where possible walking, cycling, or using public transport.
27. ‘Connecting Oxfordshire’, which is expected to be formally adopted in autumn 2015, sets how projects such as the A40 schemes will help meet these challenges. Thus, as part of ‘Connecting Oxfordshire’, OCC will run a public consultation on ‘The ‘Future of the A40’ in the autumn. This will include exhibitions, public meetings as well as an on-line and digital medial materials and engagement.
28. The outcomes of this consultation (in conjunction with the assessment work already completed) would culminate in a further cabinet decision on a preferred strategic approach.
29. Once this decision has been made OCC will be in a position to seek contributions for schemes through which the preferred strategic approach will be implemented, or to put schemes forward as and when funding opportunities become available.

### **Financial and Staff Implications**

30. Initial work on developing options for the scheme and the long term strategy has been through the E&E revenue budget. This funding will continue the commencement of design work following public consultation.
31. The £40 million budget for the scheme will be comprised of the following:
 

Local Growth Fund grant	£35 million
Vehicles (additional & upgrades)	£2 million (estimated, non-OCC spend)
Developer contributions (secured)	£3 million
32. Because the LGF grant is fixed in its time for delivery it is suggested that if the full developer contribution is not available at the time that implementation starts then the county council should borrow the outstanding amount against future contributions in West Oxfordshire and/or North Oxford.
33. Revenue implications of the LGF scheme will be determined in detail through the preliminary design and will be incorporated into the stage 1 business case for the scheme.

### **Risk Management**

34. There is a risk that the scheme will not be accepted for LGF by the Department for Transport and that therefore any money borrowed against its acceptance to pay for design fees would need to be re-financed.

35. A risk assessment and risk management strategy will be developed as part of the project management process for the LGF project design.

### **Communications**

36. The release of the Local Growth Fund funding will be dependent upon our producing a business case in line with Department for Transport/Treasury requirements. An important part of this is to show that there is local and public support for the scheme. As part of this a public engagement activity should be held to garner local opinion on these proposals.
37. The report proposes a public engagement on the proposed LGF funded scheme as well as a public consultation on options for long term improvements to the route. A Communications Plan will form part of the project management process of the LGF project design. A stakeholder groups has been set up to assist in the development of the LGF scheme and long term strategy.

### **Equalities Implications**

38. A Service & Communities Impacts Assessment will be part of the scheme's detailed design.

### **RECOMMENDATION**

39. **The Cabinet is RECOMMENDED to**
- (a) Approve the inclusion of the A40 Science Transit Public Transport Scheme to the capital programme;
  - (b) note the context of a wider delivery programme of schemes currently underway which will improve congestion along the A40 corridor; and
  - (c) agree that the proposal to schedule a public consultation as part of 'Connecting Oxfordshire' on the options for a long term strategy approach for further A40 access improvements be undertaken in Autumn 2015.

SUE SCANE

Director for Environment & Economy

Background document: A40 Witney to Oxford Corridor Engineering Feasibility Study' by URS, March 2015

Annexes:

Annex 1: A40 Public Transport Scheme - 0B Business Case

Annex 2: Map of A40 corridor improvement schemes

Contact Officer: Lisa Michelson, Locality Manager. Tel.: 01865 815673  
July 2015

21 July 2014

**A40 – Science Transit Public Transport Scheme****Initial Business Case (Stage 0b Commit to Investigate)**

<b>Project/Programme Name:</b>	A40 Science Transit Public Transport Scheme
<b>Total Capital Budget:</b>	£36.2 million
<b>Divisions Affected:</b>	Wolvercote & Summertown, Eynsham
<b>Purpose of this report:</b>	This report requests approval to enter this project into the capital programme and release a project/programme development budget of £0.5m to proceed to feasibility and preliminary design.
<b>Approval No:</b>	H320

**Sign-off & Approval**

*In preparing this report input must be obtained from the following:*

Responsible Owner	Name	Date
<b>Service Manager/ Client / Project Sponsor (Author)</b>	Lisa Michelson	5-6-15
Delivery Team Representative / Project Lead (Contributor)	Jeremy Hollard	9-6-15
Service Finance Business Partner or Senior Financial Adviser (Contributor)	Matthew Barlow	5-6-15
Other Contributors – Developer Funding	Karen Howe	11-6-15
The Capital Finance Team (Contributor)	Kathryn Goldsby-West	11-6-15

*Final approval as per the Financial Procedure Rules must be obtained from:*

Approval Level Required	Name	Date
£25k and £500k - Director for Environment & Economy and the Chief Finance Officer		
Over £500k - Cabinet / Leader of the Council on behalf of Cabinet	Cabinet	21 July 2015

## 1. Description & Objectives of the Proposal / Desired Outcomes & Business Benefits

1.1. The proposal is in 3 parts:

- An eastbound bus lane on the A40 from Eynsham Roundabout to a point immediately west of the bridge over the Duke’s Cut canal.
- A park and ride car park to be located adjacent to the A40 in the Eynsham area.
- Junction improvements to the junctions of A40 with Elm Place, Cuckoo Lane and Witney Road in Eynsham together with the accesses to the Eynsham Service area and Evenlode public house; in addition contributions from the LGF allocation for this scheme could be made to the A40-A44 Strategic Link Road proposal.

1.2. The purpose of this proposal is to provide a congestion free route into Oxford from the west for public transport. In turn this provision, and associated improvements in public transport service provision, will encourage a transfer of trips from private transport to bus thereby reducing overall congestion levels on the A40 for all vehicles.

1.3. The congestion issue on the A40 has long been accepted as one of the largest traffic issues in the county going back to the 1990s Trunk Road proposals for dualling the road between Oxford and Witney and beyond. The current proposal was included in the Oxfordshire Strategic Economic Plan (March 2014) and as a result of this was accepted into the Oxfordshire Growth Deal as a provisional scheme with a Local growth fund allocation of £35 million and a local contribution of £5 million. In the Growth Deal this provisional allocation was defined as “support ... to expand the integrated public transport system along the knowledge spine, delivering major enhancements to the A40 Strategic Route between Oxford, Northern Gateway and Witney.”

1.4. Following the publication of the Growth Deal a consultants’ report was commissioned to look at short and long term options for improvements along the A40 corridor. This identified a westbound bus lane from Eynsham to west of the Duke’s Cut as being achievable within the provisional allocation. Previous work as part of Connecting Oxfordshire had identified the potential for a park & ride site in the vicinity of Eynsham Roundabout. On-going concern about the junctions onto A40 in the Eynsham area, particularly the traffic signals at Witney Road, indicate that there may be benefits for all traffic if these were re-designed.

Non-Financial Benefits (include intangibles) & Owners	Financial Benefits (include any savings & realisation times) & Owners	Targets / KPIs (Improvement in or contribution to)
Wider economic benefits – the scheme will have agglomeration benefits through supporting enhanced connectivity between		Success criteria for assessing increased connectivity and accessibility will be defined as part of the

Non-Financial Benefits (include intangibles) & Owners	Financial Benefits (include any savings & realisation times) & Owners	Targets / KPIs (Improvement in or contribution to)
Witney/Carterton and the Oxfordshire Knowledge Spine which will increase the labour pool available and support more efficient economic activity.		scheme development process.
Direct transport benefits – reduced travel time and journey variability, increased travel choice, reduced congestion	The scheme should deliver substantial travel time savings for existing public transport users but also for current car users who switch to public transport and to remaining road users from reduced vehicle numbers.	Success criteria for reduced congestion (journey times, queue lengths) and modal transfer will be defined as part of the scheme development process.
Environmental benefits - including reduced carbon emissions, improved local air quality and reduce traffic and road noise attributable to modal switch to public transport and consequent reduced car numbers.	Public transport operators would be expected to see substantial increase in revenue through increased patronage. They would be expected to invest significantly in high specification vehicles in line with the Science Transit strategy and increased service levels to capitalise on this.	Impact on the local economy will be monitored by the LEP through the Growth Deal monitoring process.

1.5. The scheme is linked to a number of other proposals along the A40 corridor and will play a major role in the acceptability and viability of development in the corridor, particularly in Carterton, Witney and Oxford Northern Gateway. This includes:

- Green Road Roundabout bus priority measures (completed March 2015)
- Downs Road and Shore’s Green junctions, Witney
- A40-A44 Strategic Link Road
- Northern Gateway Access Road and associated bus priority improvements along the A40 corridor between Wolvercote viaduct and Wolvercote roundabout.
- Wolvercote and Cutteslowe roundabouts
- Access to Headington improvements.

## **2. Results of Option Appraisal and Project/Programme Scope**

URS were contracted to:

- Review the 1990s Mott MacDonald report on re-opening the Witney-Oxford railway
- Look at options for long term public transport strategy for Witney-Oxford corridor including consideration of bus, guided bus, light rail and heavy rail
- Develop recommendation(s) for short term option(s) for the LGF scheme which would not preclude longer term aspirations

2.2. The report concluded that a re-instatement of the railway line would be feasible, albeit with deviations from the previous route to avoid developments which have occurred since the line's closure. If a rail option was pursued then an alternate line which avoids this recent development might also be possible. There are questions about the viability of the line given the limited service that could be run.

2.3. A light rail option may provide a way to give a better service at a similar or slightly lower cost, but this would require Network Rail acceptance of a mixing of light and heavy rail on the route between Oxford and Yarnton junction – for which there is no current precedent in UK (although this is common in Europe). A guided busway which partly used the old rail alignment and partly ran alongside the A40 was also investigated.

2.4. However, both the heavy and light rail options would cost substantially more than the LGF allocation and would be unlikely to be achievable within the timescale for LGF funding.

2.5. Bus lanes along the A40 are generally feasible. The major obstacle would be crossing the two canals and Cotswold Line railway although there are other identified points where it may not be possible to construct within current highway boundaries.

2.6. A scheme which delivered an eastbound bus lane between Eynsham Roundabout and a point immediately to the west of the canals and railway would be deliverable within the funding available which may also be sufficient to deliver some westbound bus lanes on the approaches to Eynsham Roundabout and Cassington traffic lights.

2.7. On the basis of the URS study the recommended strategy for LGF funding (including required local contribution) is to have:

- An eastbound bus lane between Eynsham Roundabout and the Duke's Cut, Wolvercote;
- Westbound bus priority on the approaches to Cassington traffic signals and Eynsham Roundabout;

- A 500 space Park and Ride car park adjacent to the A40 in Eynsham (with the potential to expand to 1,000 spaces in line with the Oxford Transport Strategy proposals);
- Junction improvements on the A40 between Witney Bypass and Eynsham Roundabout, including bus priority on approaches to Swinford Toll Bridge.

### 3. Estimated Cost & Proposed Funding Plan

3.1. Provisional cost estimates are as follows:

£ millions	initial cost estimate	Contingencies	optimism bias	<b>TOTAL</b>
Bus Lane	18.7	3.4	6.9	<b>29.0</b>
Park & Ride	5.0	0.5	0.5	<b>6.0</b>
Junction improvements	2.5	0.25	0.25	<b>3.0</b>
<b>TOTAL</b>	<b>26.2</b>	<b>4.15</b>	<b>7.65</b>	<b>38.0</b>

3.2. Although this report is based on an initial cost estimate of £38m, this figure includes a large element of optimism bias allowance. Our intention is that through the design process and using value engineering processes the cost of the proposed works can be reduced to £36.2m. If this reduction cannot be found then the extent of the works to be delivered will need to be reviewed.

3.3. There is still a good deal of uncertainty about the challenges that would be met in delivering the bus lane project hence the high level of contingencies and optimism bias which has been include in the bus lane estimate. The appropriate size for the Park and Ride car park would need to be assessed using demand modelling; it may be that a smaller site might be more appropriate as an initial development.

3.4. The junction improvements element of the project is not fully scoped to date and the ambition in terms of the number of junctions to be dealt with may need to be revised in order to remain within the budget available.

3.5. The funding for this scheme is mostly to come from the Government's Local Growth Fund. In July 2014 the scheme was awarded a provisional allocation of £35 million dependent upon:

- the submission of an acceptable Business Case being submitted to the Department for Transport (this being based upon the 5-case Business Case model approved by HM Treasury and the WebTAG procedures for major transport scheme appraisal); and
- a minimum of £5 million matching local contribution.

3.6. The scheme will be a “retained” major scheme meaning that the final decision for releasing the funding will be that of the Department for Transport rather than the County Council, Growth Board or LEP.

3.7. Initial work on developing options for the Science Transit scheme and the long term strategy has been through the E&E revenue budget. This funding will continue the commencement of design work following public consultation. There is a need for the County Council to fund the capital costs of initial design and appraisal of the scheme up to the point that the DfT decision is made and LGF funds become available. This funding can be provided from held developer funds constituting the match funding element of the overall budget.

3.9. The £36.2m total budget for the scheme will comprise the following:

Local Growth Fund Grant	£35 m
Developer Contributions (held) <sup>1</sup>	£1.2 m

<sup>1</sup> W100 (£0.944M), ES15 (£0.257M)

3.8. The £1.2m of held developer funding will be supplemented by £1.8m of complementary developer funded works (Witney Downs Road £1.25m and access to Headington £0.55m) and the purchase of vehicles by the bus operators to run an improved service along the route, estimated to be worth a minimum of £2m, to give the total £5m of required local match funding.

3.9. Summary of capital budget requirement:

	£000
<b>A: Estimated cost of feasibility and preliminary design requested to be released</b>	<b>500</b>
B: Estimated cost of detailed design, procurement & enabling works (to be requested to be released at stage 1)	2,700
C: Estimated delivery / construction cost (to be requested to be committed at stage 2 <sup>1</sup> )	23,000
D: Contingency (inc. optimism bias and inflation)	10,000
<b>Total</b>	<b>36,200</b>

3.10. The estimated annual expenditure profile for the project is as follows:

Year	2015/16	2016/17	2017/18	2018/19	later	Contingency

<sup>1</sup> Subject to a successful submission to DfT for release of funding

£000	150	350	1,250	6,120	18,330	10,000
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### Revenue Implications

- 3.11. Revenue implications of this scheme will be determined in detail through the preliminary design and will be incorporated into the stage 1 business case.
- 3.12. The construction of the bus lane will increase the overall highway asset and maintenance liability. However this increase is unlikely to lead to any significant change in the periodic maintenance requirement.
- 3.13. It would be expected that the Park & Ride site would charge for parking, and that the revenues so obtained would be sufficient to at least cover the on-going operational costs of the car park, and potentially to contribute a surplus which could offset any future maintenance need on the site. Detailed estimates will be provided in future business cases.
- 3.14. It is to be expected that the bus services both using the Park & Ride and the bus lane would operate on a commercial basis without the need for subsidy. This is the case with the current services operating along the A40 corridor.

### 4. Project Delivery Timetable & Procurement Plan

Activity	Start Date	Finish Date	Milestone/decision point & scheduled technical gateways
Feasibility & Preliminary Design	01/10/15	31/06/16	Approval of stage 1 BC
Land Acquisition	01/09/16	30/09/17	
Detailed Design	01/09/16	30/09/17	Gateway 3
WebTAG assessment	01/09/16	31/08/17	DfT Business Case
Planning Application	01/10/17	30/04/17	If required
DfT Funding Approval	01/09/17	31/12/17	
Procurement	01/01/18	30/03/18	Approval of stage 2 BC
Construction	01/09/18	31/09/20	

### 5. Risks, Constraints, Dependencies and Exclusions

#### Delivery Risk

- 5.1. At the current time the major risk with the scheme is that the county council is required to commit its own resources to the scheme with no guarantee that funding will be forthcoming either to reimburse us for forward funded work nor to allow the scheme to be taken forward. This risk principally comes from two sources:
- i. The scheme, when preliminary design is completed, does not meet the government criteria for continued support.
  - ii. The current funding stream, Local Growth Fund, is closed and the scheme is not transferred to any fund, if any is created.
- 5.2. If the scheme is not able to proceed, any project development costs incurred will become a revenue expense.
- 5.3. As well as the financial risk that this could pose there would be a reputational risk to the council from the failure to deliver a long desired and needed proposal.
- 5.4. The principal mitigation against this is to be continually aware both of the development of the scheme in terms of business case development (using the Treasury 5-case business case model) and the wider environment for local major schemes. If any risk of this nature looks like being realised then there will be a need to develop contingency plans to reduce the county council's exposure or find alternative means to continue progressing the scheme.

### **Quantified Risk Assessment**

- 5.5. A Quantified Risk Assessment will be carried out on the scheme and the final budget for the scheme will include the sum of a 15% Optimism Bias and the P50 value provided by the QRA.

### **General Risk Management Methodology**

- 5.6. To reduce the chance of risks maturing and therefore potential cost over-run, a robust framework will be implemented:
- On-going Value Engineering to eliminate scope creep and ensure that costs contribute to the achievement of tangible benefits
  - Robust risk management, identifying risks and risk owners to ensure that mitigation measures are fully and robustly developed and implemented from the start
  - Early engagement of our term consultants in the development of the scheme design with thorough and robust investigations to eliminate unknowns
  - Implementing a robust procurement strategy with a sensible balance of risk to ensure confidence in the out-turn price without incurring excessive contractor's risk allowances.
- 5.7. The key areas of risk are as follows:

Description of areas or sources of risk and impact on project	Mitigation	Owner
Unexpected utility diversion works	A C3 (Budget Estimate) request under the NRSWA will be submitted to the utility companies as early as possible in the design process with the earliest possible engagement with affected parties undertaken.	Design and delivery team leader
Unexpected complexity in design of road or other aspects of design leading to additional construction costs	An engagement strategy will be prepared to allow input to be sought from specialist contractors in planning the scheme to better understand the critical activities and therefore increase cost certainty.	Design and delivery team leader
Unforeseen environmental and archaeological mitigation measures required	An environmental constraints study will be undertaken for the scheme early in the design process. No significant issues have so far been identified.	Design and delivery team leader
Scheme changes required or protest action	An engagement strategy will be developed to communicate proposals to the public with consideration given to feedback received.	Project Sponsor
Changes to fiscal constraints (e.g. landfill tax and disposal costs) or to design standards.	Allowance to be made in final cost and delivery programmes to allow for change	Design and delivery team leader
Severe adverse weather leading to construction delays	Allowance to be made in final cost and delivery programmes to allow for change	Design and delivery team leader

## 6. Communication & Consultation

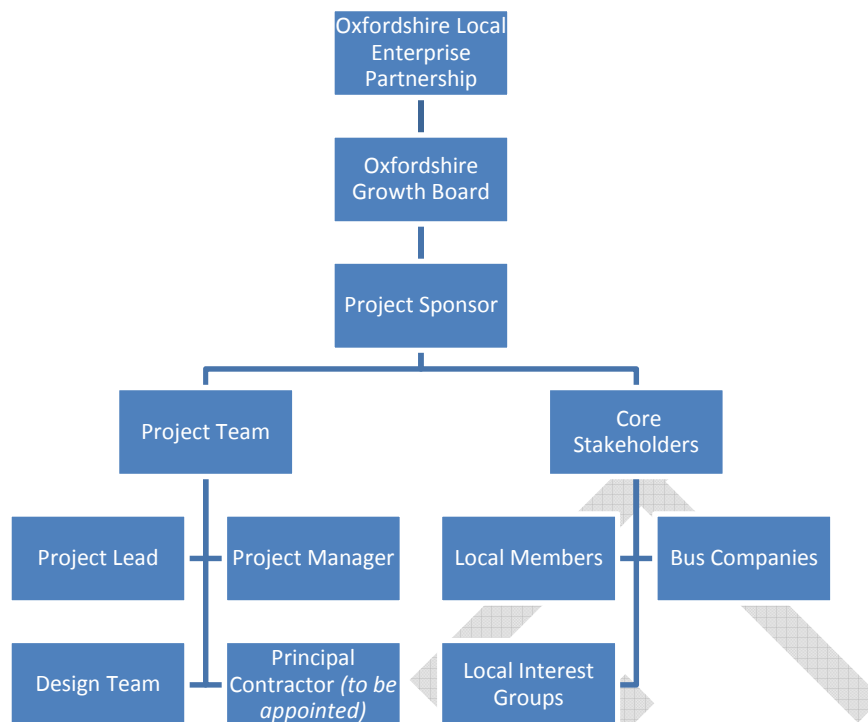
6.1. Part of stakeholder management will be achieved through ensuring an effective communication system which will:

- Establish a co-ordinated approach and formal communication channel and procedure for contacting external partnership bodies, to ensure a record of all correspondence and effective communication throughout the project period.
- Keep local councillors and Cabinet Members informed on project progress.

- Inform those Oxfordshire County Council officers who are directly involved in the project, as well as provide an opportunity for others across the council to be kept up-to-date on the progress of the project throughout the programme period.
  - Keep key stakeholders and external partnership bodies informed on project progress.
  - Inform the general public on the progress of the project and the achievement of key milestones.
  - Establish a reporting mechanism/template, using DfT guidance (when available) to communicate the progress, expenditure and monitoring of the project to the DfT on an annual basis.
  - Enhance public awareness of the scheme being delivered.
  - Create a project brand to be used consistently on all communication material to enhance awareness and recognition of the project.
- 6.2. A detailed communications plan will be developed as the scheme progresses, which will include full stakeholder analysis.

## **7. Programme/ Project Governance**

- 7.1. This project will be run in accordance with the principles of PRINCE2 tailored to meet the corporate governance and decision making processes of Oxfordshire County Council. The governance of the scheme will be managed by Oxfordshire County Council's Capital and Asset Management Board (CAPB).
- 7.2. The management and quality control of the scheme comes through a system of 6 Gateway checks on the continued design of the scheme (project initiation, feasibility, preliminary design, final design, procurement and construction) and a 4-stage approval process for the developing business case for the scheme (Concept Development/Commit to Investigate, Project Development/Commit to Invest, Project Delivery/Commit to Spend, and Project Closure/Client Acceptance).
- 7.3. The final control for approval of the scheme has been "retained" by the Department for Transport. This requires that the scheme produces a full WebTAG compliant 5-stage business case before funding for construction is released.
- 7.4. A design team has been identified with resources made available as programmed. The main critical path relates to the structure design and the associated Highways Agency approval process. The outline delivery structure is proposed as follows:



7.5. The project team will comprise of:

Senior Responsible Owner (SRO): Service Manager - Localities, Policy & Programmes (Llewelyn Morgan)

Project Sponsor: Lisa Michelson

Project Manager: Friederike Vetter

Project Assurance: Will be managed by the County Council’s Commercial Team

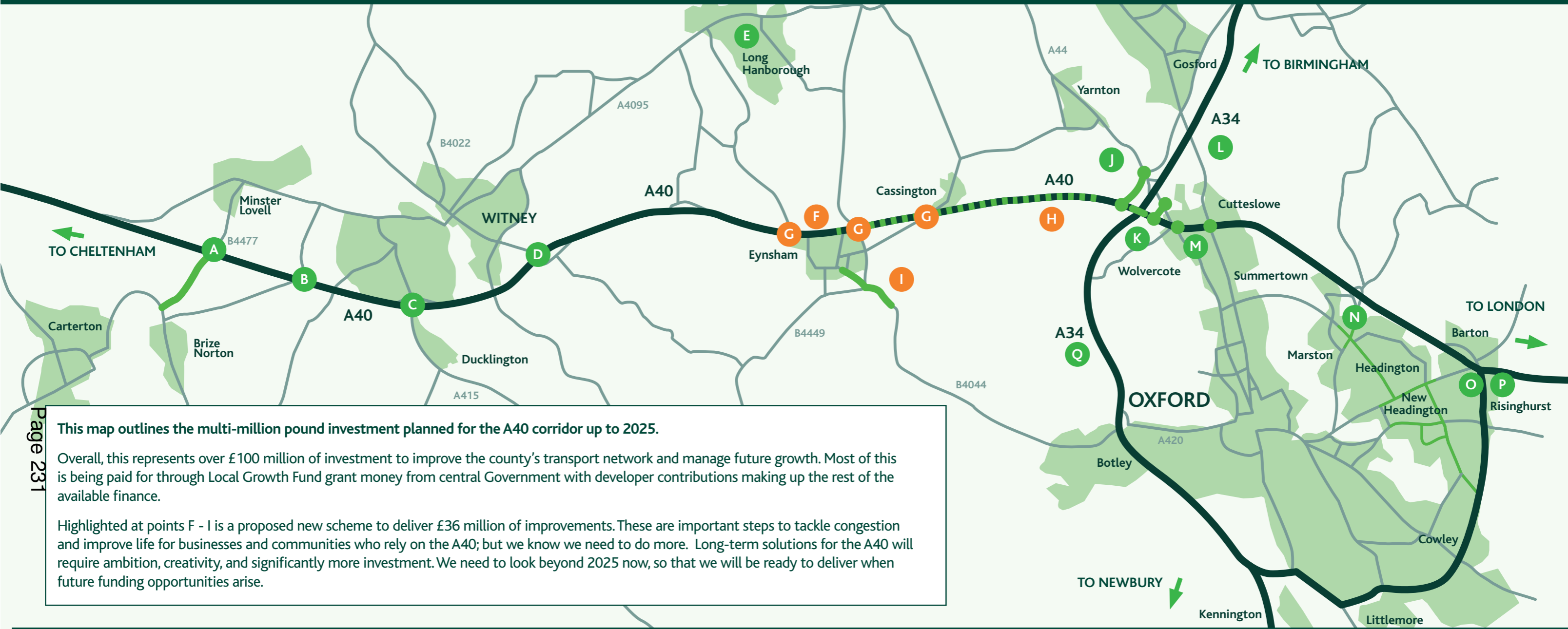
Design and delivery team leader: The technical support will be provided through Oxfordshire County Council’s appointed designer

Senior Supplier (Construction): The Senior Supplier for construction will be appointed in a formal tendering process

## 8. Supporting Documents

8.1. Appendix A - A40 Witney to Oxford Corridor Engineering Feasibility Study (URS, March 2015) [\URS\BDRP0002 A40 Corridor Review FINAL with Appendices.pdf](#)

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This map outlines the multi-million pound investment planned for the A40 corridor up to 2025.

Overall, this represents over £100 million of investment to improve the county's transport network and manage future growth. Most of this is being paid for through Local Growth Fund grant money from central Government with developer contributions making up the rest of the available finance.

Highlighted at points F - I is a proposed new scheme to deliver £36 million of improvements. These are important steps to tackle congestion and improve life for businesses and communities who rely on the A40; but we know we need to do more. Long-term solutions for the A40 will require ambition, creativity, and significantly more investment. We need to look beyond 2025 now, so that we will be ready to deliver when future funding opportunities arise.

- A Access to Carterton**  
Improvements to the B4477 and western facing slips on the A40 at Minster Lovell – subject to funding
- B Access to Witney – Downs Road**  
New junction at Grade roundabout
- C Access to Witney – Ducklington Lane**  
Junction capacity and safety improvements at junction with Ducklington Lane and Station Lane – completed in 2014
- D Access to Witney – Shore's Green**  
New western facing slips at Shore's Green
- E Hanborough Station**  
First Great Western has applied for funding to expand the car park, provide a bus/rail interchange and improve passenger facilities at Hanborough Station
- F A40 Park & Ride**  
New Park & Ride on the A40, possibly near Eynsham – part of Local Growth Fund Scheme
- 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 Swinford Toll Bridge**  
New bus priority scheme on Oxford bound approaches to Swinford Toll 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 Cutteslowe & Wolvercote Roundabouts**  
Junction improvements to Cutteslowe 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 Green Road Roundabout**  
New bus priority measures – completed March 2015
- P Expansion of Thornhill Park & Ride**  
Car parking capacity increased by 500 spaces, new A40/London Road bus priority and cycle improvements – completed summer 2013
- Q A34 Improvements**  
Highways England is planning improvements to the Peartree 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

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Division(s):

## CABINET – 21 JULY 2015

### HOUSEHOLD WASTE RECYCLING CENTRE STRATEGY

#### Report by Director for Environment and Economy

#### Introduction

1. Oxfordshire currently has 7 Household Waste Recycling Centres (HWRCs). In total the HWRC network costs £4.1 million to run; £1.2 million of this is spent on management fees, and the rest on transport and disposal / treatment gate fees. Over 1 million visits are made to the sites each year and 93% of users are satisfied/very satisfied with the service. The sites accept around 45,000 tonnes household waste/yr with an average recycling rate of over 70%. Oxfordshire County Council (OCC) has a duty to provide residents with 'reasonable access' to HWRCs under the Environmental Protection Act 1990 (EPA).
2. A previous HWRC strategy was agreed by Cabinet in April 2011 to help meet budget savings. Stanford in the Vale, Ardley and Alkerton HWRCs were due to close under the 2011 proposal, a new site was to be located in the north of the county, and at Kidlington. However, due to land issues at the Kidlington site this strategy is no longer deliverable.
3. A HWRC strategy will aim to create a sustainable network of sites across the county that are well located for areas of population. The network, together with district council kerbside collections, will aim to maximise the amount of waste reused and recycled in the county and minimise the amount of material sent for disposal. An agreed strategy will enable OCC to seek contributions from new development to maintain and improve the HWRC network.
4. In February 2014, budget savings of £350,000 by 2017/18 were agreed from the HWRC budget, as part of the Council's Medium Term Financial Plan (MTFP). The strategy will therefore also need to set out how these financial challenges can be met without increasing financial pressures elsewhere (e.g. waste disposal costs).
5. There are a number of other pressures that a strategy will need to address: Alkerton and Stanford HWRCs have limited planning permission, and Ardley will be closed by the landowners in 2017. All sites are currently nearing capacity and population growth will require a number of sites to be expanded or replaced. The contract for the management of HWRCs requires re-procurement in 2017 and is likely to result in increased management costs due to the changes in the materials markets.

## **HWRC Strategy**

6. A wide range of options have been considered to try and achieve the savings needed including partnering with other authorities and the private sector. Charging for access has been suggested by a number of residents in the past as an alternative to closing sites, but legislation prevents OCC from doing this. Income generation through reuse, or by charging companies to deposit waste at sites will form part of the new strategy but the level of income generated is not guaranteed and unlikely to be enough to prevent other changes from being required.
7. In order to achieve a financially sustainable network of sites, it is proposed that the strategy we consult on is based on the following key objectives:
  - reduced number of sites;
  - locate sites to limit as much as possible the drive times for residents;
  - locate the sites as close as possible to the more populated centres;
8. Public consultation will be carried out for 8 weeks, from 10 August to 5 October 2015. It will be widely publicised and all residents will have the chance to comment on the proposals. Consultation will also seek to establish the most appropriate opening hours for sites. Consultation responses will then be analysed and developed into a final strategy that will be taken to Cabinet for approval in December 2015.
9. Implementation of the agreed strategy will begin in 2016; however, it is likely to require changes to existing site infrastructure, or the development of new sites. It is recognised that this, along with site closures, may take several years to fully implement. In order to allow adequate time to do this, yet still meet the savings requirements in the medium term financial plan, it is proposed that funding from the withdrawal of Green Waste Credits (detail below) is used to bridge the gap in the short term, as well as providing funding to enable investment in the longer term strategy.

## **HWRC Strategy - Financial and Staff Implications**

10. Many residents are concerned that any changes to HWRC locations or opening hours will result in an increase in flytipping. As well as being a public nuisance flytipping results in increased costs for district councils who are responsible for clearing the materials and enforcing against offenders, and OCC who are responsible for the disposal costs. A number of local authorities across the country, including OCC in 2011, have made changes to HWRCs over recent years and evidence has shown that with appropriate levels of communication about alternative sites. OCC will ensure that any changes to HWRC provision in the county are supported by significant and widespread communications to residents.
11. There is a risk that some residents will not wish to travel a greater distance to site to deposit their waste and will dispose of it within their residual kerbside bins. OCC anticipates that over time most residents are more likely to alter

their behaviour, combining a trip to a HWRC with another journey, or by storing waste for a while before making a trip with a full car load.

12. Any anticipated behavioural change will need to be reflected within the final HWRC strategy. Sites will need to be designed to accommodate changing patterns of use and residents using their kerbside bins rather than travelling to an HWRC will increase residual waste treatment tonnages and costs. The implications of both of these will be factored in to the final strategy to ensure that existing and future budget savings are met. It is unlikely however that the £350k savings scheduled for 2017/18 will be met due to the time required for infrastructure changes to be made.
13. A HWRC strategy that proposes new or expanded sites will have capital cost implications; however, these must be balanced against the capital implications of maintaining the current network of sites. As detailed above in Paragraph 5 significant capital expenditure would be required to maintain the existing network; a similar level of spend would be needed to implement a strategy with fewer sites. The capital currently available for HWRC infrastructure is likely to be insufficient to accommodate changes, however an agreed strategy will enable us to seek further developer contributions to assist over the longer term. The capital implications of the proposed strategy will be presented in the December Cabinet paper.

### **HWRC Strategy - Equalities Implications**

14. A full Service and Community Impact Assessment (SCIA) will be prepared along with the consultation document. Limiting service may increase costs for some residents as they may need to travel further to visit a site.

### **Links with Corporate Policies**

15. An HWRC strategy will enable OCC to meet policies contained within the countywide Joint Municipal Waste Management Strategy (JMWMS). A HWRC strategy is linked to:
  - (a) Policy 4 – Achieving a recycling and composting rate of at least 65% by 31 March 2020,
  - (b) Policy 5 – ensuring that recycling and waste services are available to all residents
  - (c) Policy 8 – providing waste management services for specialised and potentially polluting material streams such as Hazardous waste and Waste Electrical and Electronic Equipment
  - (d) Policy 11 - councils will work together, with local communities, and with our service providers to reduce the environmental and financial costs of waste management.

### **Green Waste Credits**

16. OCC currently pays the district and city councils a non-statutory green waste credit payment based on the tonnage of green garden waste delivered to OCC composting facilities. A green waste credit payment is not made to

Cherwell District Council as their garden waste is collected together with food waste and treated at a different facility.

17. The non-statutory green waste payment amount is comprised of the difference between the green waste gate fee (which OCC pay direct) and the recycling credit amount. This arrangement was established as part of the countywide strategy to encourage recycling, drive behaviour change and subsidise collection costs during the roll out and expansion of green waste collection services. The green waste credit arrangement was agreed between Waste Collection Authorities (WCAs) and OCC in 2009 when OCC awarded a 20 year Food and Green waste contract to Agrivert. In 14/15 the green waste credit payment to the four districts cost OCC around £500k.
18. This policy, along with others, was highly successful and for the past few years Oxfordshire has had one of the highest countywide recycling rates in the country. These high rates of recycling are now well established and the severely constrained financial situation requires OCC to consider alternative arrangements that would no longer require the County to make these payments. It is therefore recommended that OCC request in writing that the districts continue to deliver their green waste to OCC contracted facilities; informing them that while OCC will continue to pay the gate fee for this material, the top up payment will no longer be made from 1 April 2016.

### **Green Waste Credits - Financial and Staff Implications**

19. The £500k saving made from the withdrawal of the green waste credit payment will be used to support any unrealised savings in the 2017/18 MTFP. The funding can also be used to contribute towards any HWRC infrastructure changes required as part of the strategy.
20. If any district chose to stop collecting green waste from the kerbside then we believe residents are likely to home compost, or take material to the HWRC. There is a risk that some green waste would be placed onto residual bins and sent to the Energy Recovery Facility (ERF). Material processed at the ERF has a higher gate fee than that sent for composting resulting in increased costs for OCC. In the event of such a proposal OCC could consider its options with respect to requiring the separation of green waste.
21. OCC has minimum tonnage requirements for green waste within the Agrivert contract. Currently green waste delivered by the districts counts towards minimum tonnage requirements. On average over the last 5 years we have exceeded the minimum tonnage requirements with green waste collected from HWRCs alone by 6%. While changes to HWRCs may reduce the amount of green waste collected at sites, if this were to coincide with removal of kerbside collections we would expect to see an increase in green waste taken to HWRCs, mitigating the risk of not meeting minimum tonnage requirements.

22. There is also the risk that relationships with district councils may be damaged by this decision and as much notice as possible should be given so that budgets can be effectively planned.

### **Green Waste Credits - Equalities Implications**

23. There are no equalities impact implications associated with this decision.

### **RECOMMENDATION**

24. The Cabinet is **RECOMMENDED** to
- (a) approve a public consultation on a HWRC strategy based on the principals in paragraphs 7 and 8; and
  - (b) approve the withdrawal of the non-statutory Green Waste Credit payment from 1 April 2016.

SUE SCANE  
Director for Environment and Economy

Contact Officer: Rachel Burns, 07789 877310

July 2015

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## CABINET - 21 JULY 2015

### National Citizen Service Contract 2015-18

#### Report by Director for Children's Services

#### Introduction

1. The National Citizen Service (NCS) is a national programme with aspirations to include one million young people (16/17 years) across the country by 2020. The programme provides support and progression for young people in the transition from compulsory education. Delivery of the contract is through contracts let in eleven areas across England to a number of prime contractors. The contractor covering Oxfordshire is The Challenge Network who wish to contract with Oxfordshire County Council to provide the programme in Oxfordshire. A decision is required in order to agree the contract and delivery by the county council in Oxfordshire.

#### National Citizen Service Oxfordshire

2. The National Citizen Service has a proven track record in Oxfordshire of providing an effective programme, meeting needs of young people, and particularly vulnerable young people, at the important stage of transition from compulsory education. The programme uses nationally agreed format with local interpretation. The framework is governed by the National Citizen Service Trust and allows for local delivery partners to utilise existing provisions, services and professional partnerships to best benefit young people and communities. Oxfordshire County Council National Citizen Service has been highlighted nationally for its ability to capitalise on internal services and professionals, ability to support vulnerable young people and deliver a high quality programme embedding programme delivery within its Early Intervention Service and utilising Oxfordshire County Council outdoor education centres.

3. The contract to run the programme for 2015-2018 provides funding as follows:

**2015** - £778,070  
**2016** - £1,155,576  
**2017** - £1,580,670  
**2018** - £1,696, 977

**Total Contract £5,211,293**

The contract operates on external funding and includes payment by results incentives - target numbers for each year are as follows:

**2015** - 652

**2016** - 1080

**2017** - 1587

**2018** - 1754

**Total number of young people benefiting - 5073**

Young people attending the programme must be 16/17 and come from the diversity of the community in Oxfordshire. The Oxfordshire County Council programme emphasises the particular value of the programme for our more vulnerable young people and 70% of the participants are planned to be from vulnerable groups, backgrounds and areas of highest need.

4. Outcomes from the participation in the National Citizen Service are good for both young people and the local community. National Citizen Service brings together young people from socially mixed backgrounds and national and local reports showcase that by doing this National Citizen Service produces outcomes that widen social networks, build social cohesion and increase levels of social trust.
5. In addition to the core programme National Citizen Service provides a graduate programme encouraging all those young people who have taken part in the programme to stay engaged with both their communities and charitable bodies continuing to put in volunteering hours. Initiatives both on a local and national scale ensure that graduates of the programme have continued opportunities to make a positive impact within their communities and for their own futures.

**Financial and Staff Implications**

6. The programme is run entirely from external funding with an aim to fully cover all costs. 50% of the funding is 'base payment' and 50% received on a payment by results basis. Funding is received on the basis of 50% against the allocated number of participants in advance and 50% on successful completion (there is a payment by results formula by which this 50% is made up). The council is required to charge £50 per place and this funding is calculated as part of the overall payment. Three full-time staff are employed from the external funds and these staff work year round solely to manage the National Citizen Service programme. Casual staff are employed for the three key delivery phases each year (Spring, Summer and Autumn). The programme is currently managed through the Youth, Engagement and Opportunities team within the Early Intervention Service. The new contract runs for four years until the end of 2018. There is potential for the programme to continue after this date but in the event that this does not happen the staff would need to be redeployed or made redundant. Potential redundancy costs are expected to be met by holding any surplus arising from delivery of

the programme in a reserve pending conclusion of the contract. The contract places a requirement on Oxfordshire County Council to operate the contract until 2018 – there is currently negotiation with The Challenge Network to include a break clause of five months' notice should the council wish to terminate at any stage.

### **Equalities Implications**

7. Participants are recruited across the diversity of the population, in compliance with Equality Act legislation, through mainstream schools and academies, independent schools, colleges, referrals from the Virtual School, Children's Social Care and Early Intervention.

### **Legal Implications**

8. The council must ensure that the charging for this service is on a cost recovery basis only. It will not be possible to recover a profit as this will be deemed to be trading for a commercial purpose and must be carried out using a trading company (under s 95 Local Government Act 2003).

### **RECOMMENDATION**

9. **Cabinet is RECOMMENDED to agree the contract for delivery of National Citizen Service by Oxfordshire County Council for the period 2015-18.**

JIM LEIVERS  
Director for Children's Services

Background papers:  
NCS Contract, schedules and annexes  
Oxfordshire report 2014  
NCS report 2014

Contact Officer: Ruth Ashwell, Youth, Engagement & Opportunities Service  
Manager Tel: (01865) 810649

June 2015

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**DIRECTOR OF  
PUBLIC HEALTH  
FOR OXFORDSHIRE**

**ANNUAL REPORT  
VIII**

Reporting on 2014/15  
Produced June 2015

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## Foreword

Every Director of Public Health must produce an Annual Report on the population's health.

This is my 8<sup>th</sup> Annual Report for Oxfordshire.

It uses science and fact to describe the health of Oxfordshire and to make recommendations for the future.

It is for all people and all organisations.

I hope that it is found to be interesting, but, more than that I hope it is found to be useful in shaping the County's services for the future.

I am responsible for its content, but it draws on the work of many - too numerous to name. I thank you all for your help, support and encouragement.

With best wishes,

Dr Jonathan McWilliam  
Director of Public Health for Oxfordshire.  
June 2015

## **The Thrust of This Report and Its Main Messages**

This report presents a review of the population's health.

In conducting that review, I have come to two main conclusions. These are:

**The overall state of health in Oxfordshire is fundamentally good. Work carried out over the last 8 years is paying dividends. This must be maintained.**

And

**To continue to improve we need to tackle the remaining and emerging health challenges in a more comprehensive way.**

This report points to that way in 6 chapters, and together these form a **6 point plan** as follows:

### **1. Older People and Population change**

This remains our number one challenge. All organisations need to transform services to meet the changing character of Oxfordshire's population to help people achieve a healthier old age.

### **2. Building better health through housing, roads and planning**

The built environment is fundamentally connected to our quality of life and to our health. We need to work together to build consciously for health.

### **3. Breaking the Cycle of Disadvantage**

This report reviews 15 aspects of disadvantage and finds we are improving in areas such as reducing teenage pregnancy and achieving better school results. However new sources of disadvantage continue to arise. All agencies plans need to specifically and persistently combat disadvantage.

### **4. Mental Health**

Services have improved over the last seven years. This needs to continue through seeing physical and mental health as two sides of the same coin and designing new services accordingly.

### **5. Lifestyles: We are what we eat, drink, smoke and do**

We need to widen the scope of our activity to prevent disease. There is scope to do more, particularly through the massive potential the NHS has to offer.

### **6. Fighting Killer Diseases**

Constant vigilance is required. All organisations need to protect their specialist services which guard against diseases like TB and Ebola.

## **Why Now?**

Now is the time to tackle these. Why? We have a strong and established Health and Wellbeing Board led by the County Council and the Clinical Commissioning Group. Public Health is well established in the County Council. The Clinical Commissioning Group, Public

Health England, NHS England and Healthwatch are now reorganised and stable. Our two main NHS trusts are now fully engaged in planning for the County. District Councils are active in the Health Improvement and Health and Wellbeing Boards. The Universities are well engaged in economic development. Plans are in the pipeline to improve our infrastructure and thus the economy with new road and rail links. We are working with the Voluntary Sector in a more constructive way. We are supported by active Scrutiny Committees which are doing their work with vigour.

In these tough fiscal times, it is still a time of opportunity. We must work together if we are to push forward. We really do have the ability to work together in a unique way in Oxfordshire to improve health and help the County thrive.

## **How will we do this?**

This report contains suggestions and makes recommendations for how this might be taken forward. Many other individuals and organisations will have positive contributions to add. This is an ambitious agenda for an ambitious County.

I hope that promoting this debate finds support and that health and wellbeing truly becomes everyone's business.

## Chapter 1: The Demographic Challenge

### Main Messages in this Chapter

1. The population is living longer, often with complex health needs and all services will have to change as a result.
2. Changes can already be seen in primary care, in improved dementia services and through the Care Act.
3. Loneliness is now recognised as an additional risk to health in old age.
4. NHS and Social Care services will need to keep on changing to adapt to the demographic challenge.

We live in rapidly changing times, and the population's needs are changing too. What are the factors driving this change which have an impact on our health? I will concentrate in this chapter on the population change due to the ageing population. **This is the demographic challenge and it remains our most serious health issue.**

### An Ageing Population

This is our greatest challenge. It is a well-documented fact that life expectancy continues to rise. A woman in Oxfordshire who reaches her 65<sup>th</sup> birthday can expect to live around 21 more years on average and reach 87. However, because this is the average, a great many will live far beyond this, into their 90s and 100s.

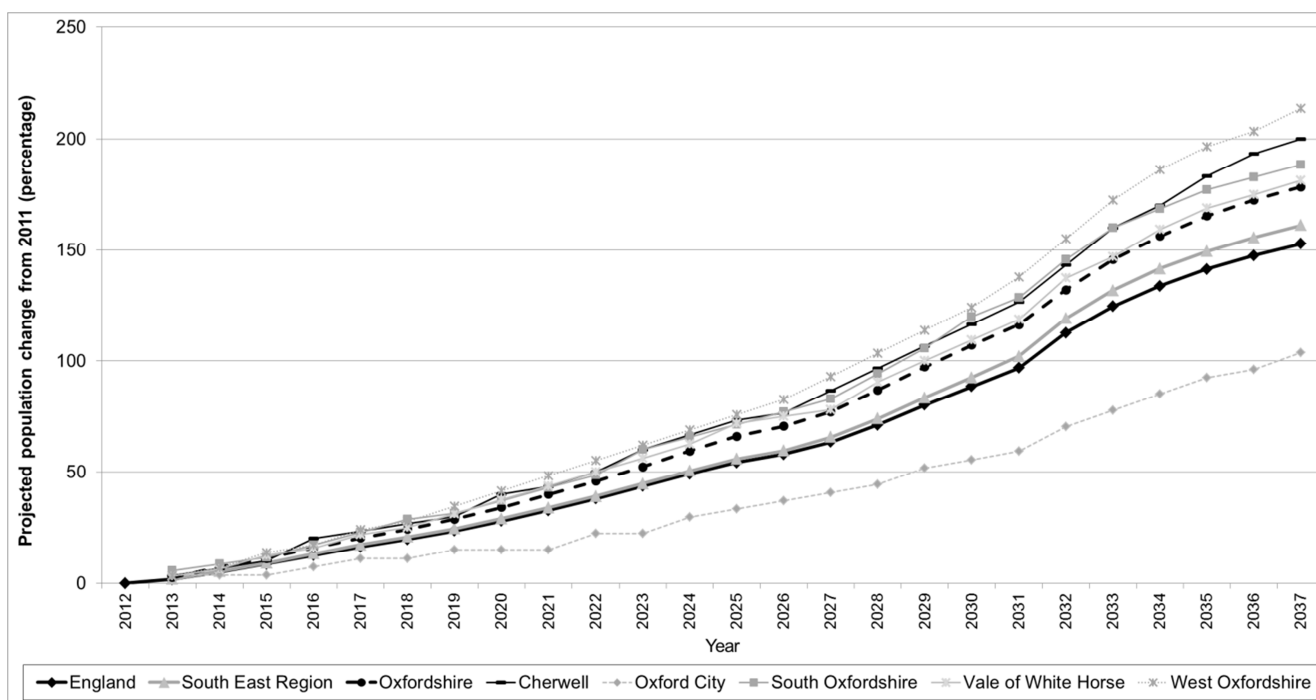
Longer life is of course a blessing, and a healthy, active, productive longer life is an even greater blessing. However, ageing inevitably brings change, and often declining health, some limitations and often loneliness. Learning to adjust to this is a life skill we urgently need to acquire.

The impact of an ageing population is now a daily reality for our health and social services. It manifests as increasing demand on GPs, pressure on hospital beds and social services and delayed transfers of care.

There is, however, some comfort here: a statistic called '**disability-free life expectancy**' which measures the years of healthy life we can, on average, expect. For the period 2009-2011 disability-free life expectancy at birth in Oxfordshire was 67.6 years for males and 69.3 years for females. Trends since 2006-2008 show that disability-free life expectancy is increasing for both sexes.

**Disability-free life expectancy in Oxfordshire remains significantly above the national average.** Male disability-free life expectancy has consistently been in the top 10% of the 150 upper tier local authorities in England since 2006-2008. Female life expectancy has been in the top 20%.

In terms of numbers, the pattern of ageing is not the same across the County. The chart below shows the projected percentage increase in the over 85s from 2012 to 2037 by District:



Source: Office for National Statistics

It can be seen that the percentage growth in the number of over 85s in the more rural parts of the County is higher than in the City. Growth is highest in West Oxfordshire. This means that demographic pressure is not even across the county and plans will need to reflect this. It is not a case of 'one size fits all'.

The pattern of diseases also changes as the population ages. Patterns of disease in older age are characterised by:

- chronic diseases such as diabetes
- heart problems, stroke and high blood pressure
- physical diseases accompanied by mental health problems such as depression
- physical diseases accompanied by mobility problems
- increasing numbers of people living with dementia.

This means that services need to change to respond, and we are seeing a re-shaping of GP services in response, through personal long-term care plans and care by teams of professionals sharing a single electronic record of care. There is also a move to longer GP appointments for people with multiple diseases and a recognition that dementia is a condition whose course can be improved through prevention, early detection and treatment.

Society as a whole has needed to respond to this change too as it is recognised that the tax-base will struggle to cope – hence we see increases in pensionable working age, increasing national insurance payments and squeezes on occupational pensions.

We have also seen radical change in the way social care is funded and what it covers. **The Care Act** has come into force and it strives to strike a 'fair deal' between people and their lifetime entitlement to social care, their personal wealth and the thresholds for State support. Crucially it has also recognised **the needs of carers** and has enshrined their entitlement to support. The plain fact is that without carers, our present health and social care system would be 'dead in the water' and so carers need to be cared for too.

In terms of health and social care funding, the trend is for these to become more closely aligned. **The Better Care Fund** is an example of this. The NHS continues to have its funding protected while Local Government funding is squeezed. This means that there will need to continue to be a flow of funds from NHS to social care in exchange for shared plans and integrated services.

We will now look at 3 crucial aspects in more detail:

- the exact size of the ageing population going forward
- the challenge posed by dementia
- the problem of loneliness and isolation.

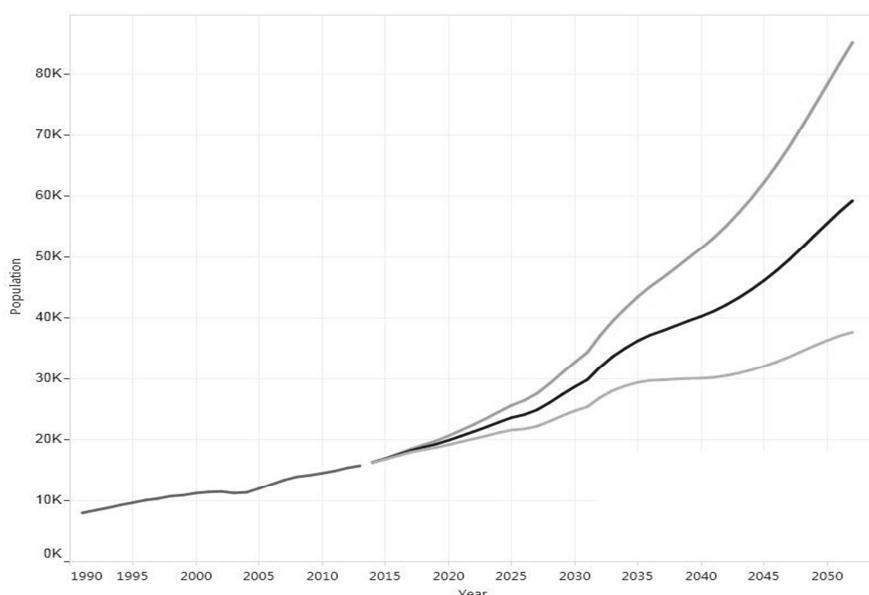
### Just how big will the ageing population be?

The answer is uncertain. Any future projection is an educated guess and depends on:

- Life expectancy
- Housing growth
- Movement of people in and out of the County

The chart below shows just how different the population estimates might be, looking at the period 1990 to 2050 for those aged 85 and over. As we get further towards 2050, it becomes less a matter of science as we move into the realms of clairvoyance! Factors such as housing growth and their impact on where older people live are notoriously hard to predict.

Population projection for those aged 85+ in Oxfordshire showing 3 scenarios:



The top line, shows the maximum projected number (and it is truly shocking), the bottom line the minimum number and the middle line the most likely scenario. This gives us a range of growth to 2052 of between 22,000 and 70,000 people aged 85 plus, i.e. the difference between highest and lowest projections is around 48,000 people!

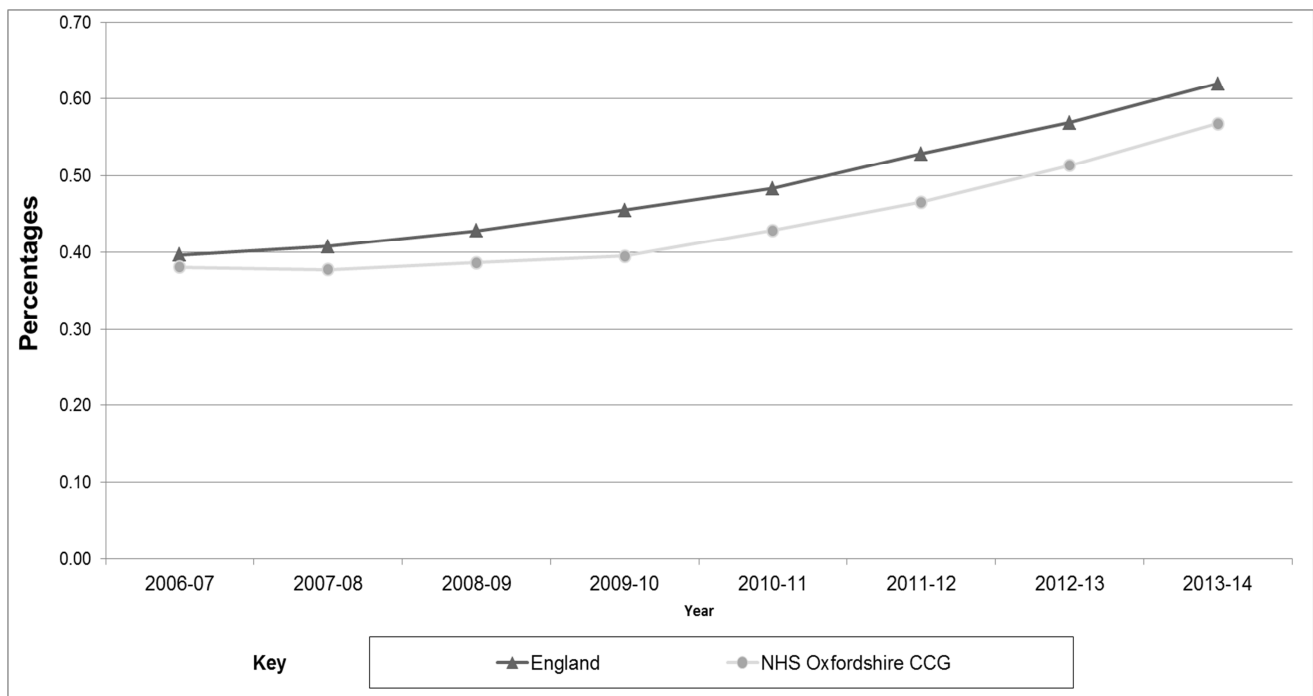
Of course, the projections closest to the present day are the most accurate, and this shows a growth in the ten years from 2013 to 2023 of between 4,900 and 7,700 people (31% increase to a 49% increase). The 'most likely' increase (the middle line) is 6,300 people aged over 85, an increase of 40%.

Looking at the figures for disability-free life expectancy shown above, it can be seen that we can expect many people at this age will have some disability and be in need of complex long term health and social care.

## Dementia

The Government estimates that in the UK around 800,000 people are living with dementia and that this costs the economy around £23 billion every year.

The chart below shows the percentage of patients registered with local GPs in Oxfordshire Clinical Commissioning Group diagnosed with dementia from 2006/2007 to 2013/14:



The chart shows:

- A gradual rise in the number of cases known to GPs from 2,500 to 4,000.
- A gradually increasing trend.
- Oxfordshire is broadly in line with national trends.

We need to be careful with this measure. There will be many people with early dementia who are not yet known to general practice or people who are known, but are not recorded as such. The recorded cases may be only 50 % of the total. The upward trend shows in part the increasing awareness of dementia, and the benefits of recording and treating it early. We also need to remember that these patients will be some of the frailest in the County and will also suffer from other chronic diseases.

As a County we have a target for GPs to have recorded 67% of people with dementia by March 2016 using Government estimates of the likely 'true' number of cases in Oxfordshire.

## Is Dementia a preventable disease?

The jury is still out. Dementia is really a family of diseases and some may be preventable. There is a growing consensus that a sensible lifestyle may prevent some cases of dementia, especially those resulting from disease of the heart and blood circulation. It is a complex topic, and until a definitive conclusion is reached it seems reasonable to follow the advice summarised by the NHS and leading dementia charities which recommend that the following may reduce one's chances of developing dementia:

- not smoking
- controlling high blood pressure
- reducing your cholesterol level
- controlling your blood glucose if you have diabetes
- exercising regularly
- achieving and maintaining a healthy weight
- eating a healthy, balanced diet with lots of fruit and vegetables and low amounts of saturated fat
- drinking alcohol within the recommended limits.

The list sounds familiar and is good news, as it is in line with general advice for a healthy life and is well covered by the NHS Health Check. It may provide some with the extra motivation they need to adopt a healthier lifestyle – not only will you feel better, and reduce risk of heart attack, stroke and cancer; you may well lower your risk of dementia too.

## Health and Social Services and Dementia

Services have undergone significant improvements over the last 5 years. Noteworthy improvements are:

- The CCG have appointed a GP to lead on improving dementia services and as a result we have a new primary care memory assessment service across 32 practices.
- The existing memory assessment service provided by Oxford University Hospitals Trust has been improved to reduce waiting times.
- Plans are underway to commission a countywide dementia support service to help patients and families throughout the disease, to help plan and navigate a path through services to make care less disjointed. This will be in place in early 2016. This includes younger patients with early onset dementia.
- Adult Social Care services are working on improving the quality and supply of the market for home care and residential care.

## Dementia Friendly communities, organisations and individuals

This isn't all about statutory services. Everyone can help. The idea behind 'Dementia Friendliness' is to raise awareness of dementia in individuals and communities and organisations so that they can help and support people suffering from all stages of dementia. This can help at many levels, from a more understanding village shopkeeper to a better signposted city.

Oxfordshire has responded well to this and has worked with the Rural Community Council to establish 57 dementia friendly communities and to train staff to become 'dementia friends'.

## Loneliness and older people

Since highlighting this issue two years ago, loneliness is now firmly established as a risk factor for poor health in old age. It occurs in both rural and urban communities, but older people living in greater isolation in more rural parts can be more at risk, especially if local facilities such as shops and post offices are scarce. Age UK have called loneliness the "hidden killer", because it is estimated to increase the risk of death in elderly people by about 10 per cent.

Loneliness has a wide range of negative effects on both physical and mental health. Some of the health risks associated with loneliness include:

- Depression and suicide
- Cardiovascular disease and stroke
- Increased stress levels
- Decreased memory and learning
- Poor decision-making
- Alcoholism and drug abuse
- Faster progression of dementia

The impact of loneliness on mental health is well known, but the impact on physical health is only just being understood.

We can get a handle on loneliness in older people by looking at the census data on people living alone who are aged over 65. The table below gives the figures:

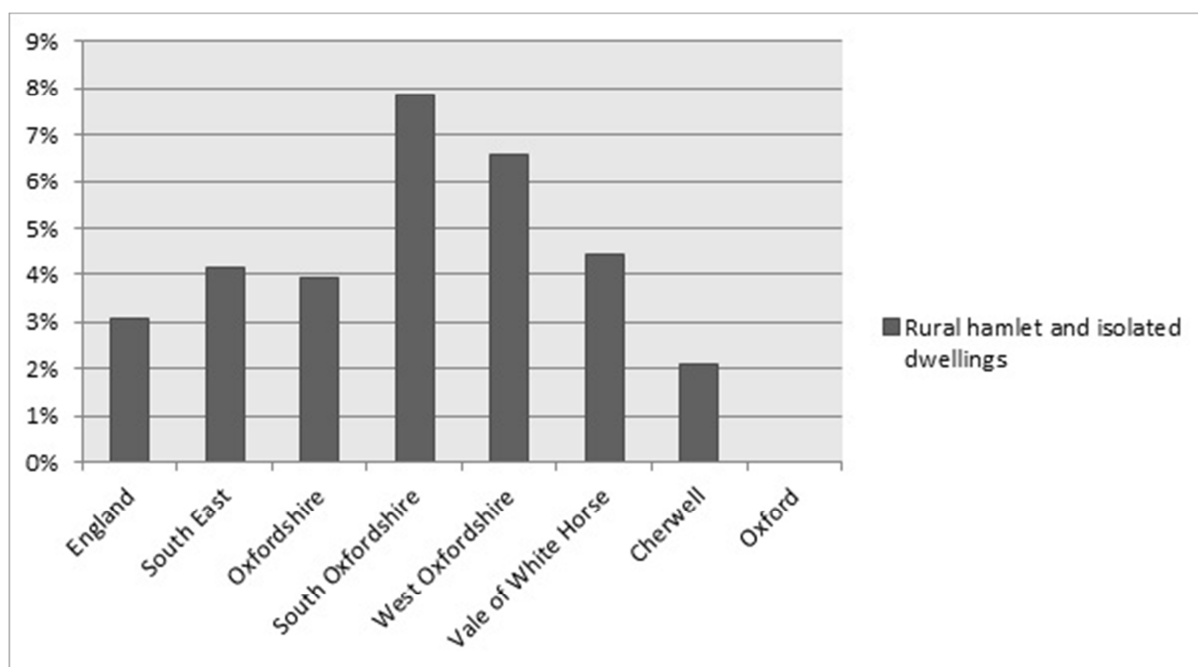
Area	One person households aged 65 and over in 2001	One person households aged 65 and over in 2011	One person households aged 65 and over in 2001 – As a percentage of all households	One person households aged 65 and over 2011- As a percentage of all households
<b>Oxfordshire</b>	31,140	29,852	13%	12%
Cherwell	6,118	5,967	12%	11%
Oxford	7,415	6,049	14%	11%
South Oxfordshire	6,728	6,570	13%	12%
Vale of White Horse	5,738	5,947	12%	12%
West Oxfordshire	5,141	5,319	14%	12%

The data tells us that:

- Living alone in older age is a common finding. In 2011 there were 30,000 people over the age of 65 living alone – **that’s about one in every 8 households across the County.**
- The percentage of older people living alone is about the same in rural and urban areas.
- The percentage has been fairly stable on average over the last 10 years at around 12% to 13%.

We can get a handle on isolation from the chart below:

## Percentage of People living in a rural hamlet/isolated dwelling by Area



Source: ONS 2011 Census: Population Density

This shows that:

- The proportion of people living in isolated hamlets is around 1/3 higher in Oxfordshire than the England average (around 4% vs. 3%).
- The proportion varies from District to District with South Oxfordshire the highest (almost 8%) followed by West Oxfordshire (around 6.5%).

The data needs to be interpreted with caution – for example the many isolated hamlets in Cherwell will be masked by the much larger populations living in Banbury and Bicester. The data also includes all ages, not just the elderly, but as we have seen, many rural parts of the County have a greater number of older people, and so, isolated hamlets are likely to contain more elderly people. Every small community is different, but elderly people in these settings can be particularly vulnerable to loneliness.

## The Impact on Social Care

Dementia, lack of an informal carer and loneliness all act as triggers for needing residential social care services. Tackling these problems early can therefore both increase quality of life and reduce the County's Social Care bill.

### **With regard to the ageing population, dementia and loneliness, what have we said before and what should we do?**

Previous annual reports have recommended:

- The importance of joining up services and plans between health and social care.
- Using the Health and Wellbeing Board as a vehicle for change.
- Improving the sophistication of the use of the existing pooled budgets.
- Improving the lot of carers and making them a priority.
- Working more closely with voluntary organisations to help communities support themselves.
- Supporting volunteering to make it easy for people to volunteer.
- Making loneliness and isolation better understood causes of poor physical and mental health.
- The need to detect dementia early and improve services.
- Work all of the above factors into a single plan for Oxfordshire.

These recommendations all show improvement, but now need to be driven to a new level as this issue is such a high priority for the decades to come.

## Recommendations re Population Change

1. Oxfordshire Clinical Commissioning Group and Oxfordshire County Council Adult Social Care Directorate should continue to plan explicitly for services for an increasing population of frail elderly people. Further integration of health and social care services should include this topic as a priority.
2. The Clinical Commissioning Group and NHS England should work with GP services to consider loneliness as a risk factor for disease and consider how affected individuals could be signposted to use local resources such as befriending services and lunch clubs.
3. The Oxfordshire Clinical Commissioning Group should continue to develop improved services for dementia as a priority.
4. Oxfordshire Clinical Commissioning Group, Oxfordshire County Council, Oxford University Hospitals Trust and Oxford Health Foundation Trust and NHS England should develop, as a priority, their joint work to collaborate in transforming the local health system. This is in order to provide care new models of care closer to home, care focussed on prevention and early detection of disease, improved care for carers, prevention of hospital admission and speedy hospital discharge through improved community services, the modernisation of primary care and the funding of primary prevention services by the NHS.

5. Oxfordshire Adult Social Care Directorate should continue to analyse carefully the implementation of the Care Act and feed this information into future service planning.
6. The Director of Public Health should continue to commission NHS Health Checks and ensure that the offering and uptake of these services achieved by local GPs is kept at high levels. Poorly performing practices should be helped to improve the way Health Checks are delivered.
7. Oxfordshire Healthwatch should consider paying particular attention to dementia services and care for carers as part of their forward planning.
8. The Oxfordshire Health Overview and Scrutiny Committee should consider scrutinising progress on these matters as part of its forward planning.

## Chapter 2: Health, Houses and Roads

### Main Messages in This Chapter:

1. **The built environment and the road network have a clear role to play in health and wellbeing, including stimulating the economy, providing jobs and prosperity, building communities that support health and helping to promote exercise.**
2. **Put together with well-designed green spaces, these will have a powerful, sustainable and long term impact on the health of Oxfordshire.**
3. **It is therefore time to place health considerations into a more prominent place when planning decisions are made.**
4. **We have made a good start on this and are in a good position to do more.**

This chapter is about the relationship between health and wellbeing and planning for the built environment and road and rail projects.

I'm pushing an open door here, as, during 2104/15, County Council planners have welcomed input from the Public Health team with open arms and this has helped to lever new funds into the County.

This gain has been made possible by Public Health being part of Local Government. It helps that the link between health and planning is already enshrined in national planning practice guidance as follows:

***“(Local Authorities should) ensure that health and wellbeing, and health infrastructure are considered in Local and Neighbourhood Plans and in planning decision making”.***

This chapter sets out some of the issues for the future as well as reporting on progress made.

### Demography and Housing Numbers

According to current plans, the next couple of decades will see the number of houses in Oxfordshire increase dramatically. According to the Strategic Housing Market Assessment (SHMA) published in March 2014, **the current plans for housing growth (set at 2,887 new homes per year) need to be increased dramatically to between 4,678 and 5,328 new homes per year**, i.e. just about doubling the existing plans.

The report comes to this figure by taking current plans and adjusting them to take into account the need for affordable housing, the need to improve housing affordability and the need to support committed economic growth in line with Government expectations.

In summary the SHMA concluded:

***“.....up to 93,560 – 106,560 additional homes are needed across Oxfordshire in the period 2011-2031 (between 4,678 – 5,328 homes per annum). “***

Of course, this is all highly controversial and is the subject of much current debate about just how many houses there should be, where they should go and how they should be grouped and joined to the road network. However, whatever the result, it seems clear that there will be a significant increase in the population on the back of more house-building for all age groups in Oxfordshire in excess of current projections.

Other trends such as the tendency for more single people wanting to live alone make the picture more complex still.

My aim here is not to dispute the figures but to look at the implications for the health and wellbeing of Oxfordshire in its broadest sense.

More people and a growing economy means more houses, and more people means more travel on our road and rail systems, more need for schools and health services and a need to link the housing with workplaces and jobs.

The current systems to make all this happen are complex and confusing to say the least: a mixture of District and County Councils, developers, appeals, inspectors, businesses and the views of Town and Parish Councils and the views of many local people. New developments are rarely welcomed by locals, and the whole system is fraught with difficulties until an uneasy compromise is reached.

There is currently a disconnection between this planning and the future planning of GP and hospital services and it is a disconnection we should bridge.

I am not a housing expert, but looking at the data with common sense suggests that population change gives us a number of dilemmas:

- An increasing population means that more houses are needed.
- An ageing population means that a wider range of housing choices suitable for older people are needed.
- Loneliness and isolation in old age means that we need to find 'smarter' ways to design communities which will help older people be in contact with others.
- High house prices in Oxfordshire means that we need to build affordable places for the workers we need who attract lower salaries.
- The way populations and available land are distributed across District Council boundaries means that close cooperation between Districts and County is needed.
- Congestion on the roads means that we need to encourage workplaces that are strategically placed and which are near to where potential workers live. Broadband should help with this and will help reduce commutes through working at a distance.
- We need to consider facilities like GP surgeries along with schools and shops when designing new communities.
- We need to consider the impact on hospitals and community health services as a key element of community infrastructure.
- We need to design new communities with care to avoid creating areas where the cycle of disadvantage can thrive.

## The link to Health and Wellbeing

But what has this got to do with health and wellbeing? The simple answer is - plenty!

There are strong links between housing and health. 150 years ago, the fledgling science of Public Health cut its teeth on issues of overcrowding, poor sanitation and disease-laden air and water which helped diseases like TB and cholera run rife.

Research shows that people's perception of the good life is tightly bound with their feelings about their homes and local communities, the quality of their commute, and the environmental change this implies. On top of that, 'growth' is linked to prosperity, income and satisfaction at work which all promote good physical and mental health. Good jobs help to lift communities out of disadvantage and help people stand on their own two feet.

For example, the 2012 Marmot review of Spatial Planning makes no bones about it and summarises the position as follows:

*'The elements identified as having a significant impact on health, as well as relating to socio-economic status are:*

- *Pollution*
- *Green and Open Space*
- *Transport*
- *Food*
- *Housing*
- *Community Participation and Social Isolation*

The link between disadvantage and the quality of the environment in its broadest sense was also made explicit:

*'There is a social gradient in health: those living in the most deprived neighbourhoods die earlier and spend more time in ill health than those living in the least deprived neighbourhoods. Such health inequalities are determined by social inequalities, including environmental inequalities; there is a gradient in the distribution of environmental disadvantages: those living in the most deprived neighbourhood are more exposed to environmental conditions which negatively affect health.'*

Spatial planning decisions are thought to have a direct influence upon:

- Heart disease
- Respiratory disease
- Mental health (acute and chronic effects)
- Obesity
- Physical injury
- Increased mortality and morbidity

There is also strong evidence to suggest that:

- Providing safe and easily accessible space increases physical activity levels
- Reducing traffic improves air quality
- Green spaces improve mental health

## **What practical things can we do to build improved health into developments?**

A realistic list might be:

- Building health-promoting communities, i.e. those incorporating green spaces and those which encourage exercise, play and socialising. This needs to be part of planning for major new developments. A difficulty here is the creation of 'pepper pot developments' which scatter a few houses here and there. They add to existing communities piecemeal and make an overall plan difficult to achieve.
- Building in proper, purpose-built cycle paths into new road schemes where the terrain is suitable and the demand is high. This could reduce commutes by car and pays back handsomely in terms of preventing heart disease and improving mental wellbeing
- Build according to population need – in particular working with developers to build housing options which are attractive to older people as they age, enabling their larger houses to be freed up for younger families, and to build sufficient key-worker and affordable housing to make sure our hospitals, fire stations and schools are staffed.
- The need to make provision for these factors through developer contributions and the new Community Infrastructure Levy (which in effect 'tax' developers of housing so that essential roads, schools and amenities can be built). This currently does not include GP surgeries as a requirement. This issue is also difficult to handle if new houses are scattered pepper-pot style and again, this can lead to a mismatch between where houses are located and the services they need, which puts further pressure on the roads they need which supply them, which makes congestion still worse.
- All of this will rely on goodwill between Districts and involving the health service in the debate.

I don't want to be naïve or Pollyanna-ish about this. This is incredibly difficult, fraught and sensitive work, and Local Government Councillors and planners wrestle with these issues day in day out, but the stakes seem too high for our future wellbeing not to include health considerations more explicitly.

## **Recent Developments and Progress Made**

### **Local Transport Plans and Active Transport**

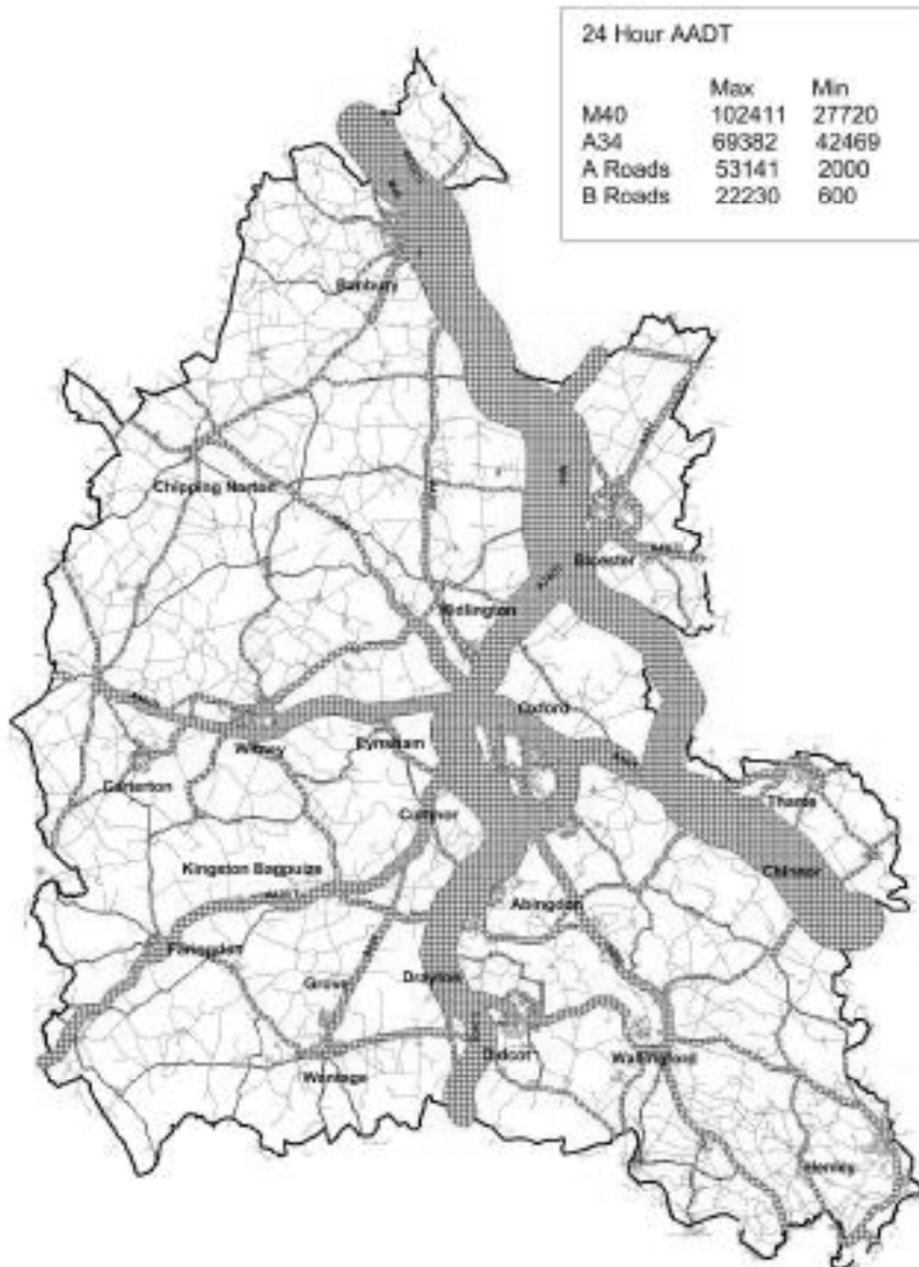
The County is currently completing its fourth Local Transport Plan (LTP4). This plan acts as a blueprint for developments to our road and rail networks, which in turn need to mesh into plans for housing and future workplaces. Its four objectives are:

- To support jobs and housing growth and economic vitality
- To support the transition to a low carbon (dioxide) future.
- To protect and, where possible, enhance Oxfordshire's environment and improve quality of life.
- To improve public health, safety and individual wellbeing.

It is great to see that to some extent, all of these goals are aligned with improving health and wellbeing, and the last explicitly so.

Creative solutions will be needed because, as in many other parts of the country, using Oxfordshire's roads is not always easy. **The map below shows the current road system by frequency of use.** The wider the road, the bigger the volume of traffic it carries. The current road network has real problem areas, some of which have implications for the national economy (and therefore national wellbeing) as well as the local economy.

The A34 is perhaps the most celebrated example. Instead of a North-South motorway connecting ports with the Midlands, we have a half-way-house dual carriageway which at times turns into a ring road and is prone to traffic jams when there is an incident (or a Black Friday shopping event!).



*Annual average daily traffic flow bandwidth map – based on automated traffic counts throughout Oxfordshire. (Source: Oxfordshire County Council Transport Monitoring)*

With roads and transport come concerns about air quality, which is a fiercely debated bone of contention.

## Air Quality

This is a highly technical topic, but the current position on air pollution can be summarised as follows:

1. Outdoor air pollution has decreased markedly over the last 100 years and has continued to decrease over recent decades due to tighter laws and advances in technology. The age of coal burning, “pea-soupers”, blackened buildings and leaded petrol is past.
2. However, burning fuel does produce pollutants such as Nitrogen Oxide, Nitrogen Dioxide, Nitrous Oxide and Sulphur Dioxide, which in turn react with the air to form further pollutants including ozone. ‘Fine particles’ are also produced.
3. These pollutants can cause adverse effects on health, both short term and long term. It may be the fine particles that have the most long term impact but these are hard to measure.
4. This impact is mostly a generic one, i.e. many people will be slightly affected. The impact is very difficult to measure credibly and statistics should be viewed with caution. On the whole levels in Oxfordshire are about the same as the England average.
5. In some ways this could be seen as a trade-off. We all want to have warm houses and to move around, and the cost is a slight impact on health. Of course, having warm houses also has a positive impact on health and so the final balance sheet is hard to tally.
6. Local situations cause local people considerable aggravation and thus, air quality as a health issue is frequently raised as one of a number of objections about a proposed development or to argue for a new development such as a by-pass.
7. The long term view is that air quality gradually continues to improve and that standards and legislation can gradually reduce pollutants. However, as a society, there is always likely to be a balance between the desire for faster travel, warmer homes and air conditioning etc. and a threat to air quality.
8. Greener options such as solar panels and electric cars are becoming gradually more accepted and more feasible and may be the way of the future.
9. This situation needs close monitoring as population numbers rise.

## Broadband as Infrastructure Planning

We should also include the development of broadband here, as it allows the idea of ‘workplace’ to change.

The workplace for an increasing number has either shifted to home or is a flexible arrangement between home and office. Broadband also enables offices to be located in innovative developments such as converted barns up and down the County and makes working patterns much more flexible, taking some of the heat and stress out of the traditional rush hour. For example, this report is being typed at home on a warm Spring evening – unthinkable 10 years ago.

Broadband is also the lifeblood of the hi-tech industries that fuel the Oxfordshire economy and keep its ‘knowledge spine’ alive.

Oxfordshire has done well in introducing broadband and has leap-frogged the national queue. Of course coverage isn't perfect in some areas, but the overall picture is positive.

## A Word about Cycling

I'm often surprised by how much negativity cycling (or cyclists) generate when I discuss the topic. It's a shame because cycling has real, tangible, strong and lasting health benefits.

For example the research shows that:

- Cycling for 60 minutes per week or more reduces cardiovascular mortality by 13% and cancer mortality by 7%.
- Switching from using a car to cycling to work results in an increase in life expectancy of between 3-14 months on average.
- The health benefits of switching to cycling as a form of travel to work result in savings of approximately £1,100 per year per person.
- It is estimated that an 8 fold increase in cycling nationally would result in £17bn in savings to the NHS over 20 years.

Much of the problem arises because we are obliged to mix bikes and cars, or bikes and pedestrians, and they mix together about as well as oil and water. Let's face it, it isn't easy to modify towns and villages laid out in medieval times to accommodate the ever-widening car, the juggernaut and the ever-so-vulnerable cyclist.

All that aside, on balance I would like to say a serious word in support of cycling and the need to encourage it where possible. It seems to me that the practical longer term answer lies in separating cyclists from other road users and building this into selected new transport schemes.

A strong dash of pragmatism will be needed too. Some places are pretty hilly even in Oxfordshire, and, where money is tight, schemes will need to be chosen with care starting with those where demand will be high. Cheaper and sensible solutions are likely to include using parts of footpaths where they are wide enough and promoting selected quieter streets as cycle routes.

Meanwhile we will have to do our best with improving the sticking-plaster solutions that painted-on cycle lanes provide.

**The really great thing to bear in mind is that once a cycle path is in place, the pay-back in terms of health goes on increasing for decades.**

## Recommendations

1. Oxfordshire County Council's Environment and Economy Directorate should continue to embrace input from the Public Health team and this should develop further.
2. The NHS should become a consultee for local planning decisions and the Clinical Commissioning Group should be offered membership on key planning groups.

Planning and health infrastructure should be considered when developer contributions are considered.

3. Housing developments and housing developers should more closely reflect population need, with regard to housing options suitable for people as they age, and the needs of key workers should be given increased strategic consideration.
4. Cycling should be seriously encouraged in new road developments which are likely to attract high usage. Alternative cycle-only commuter routes using features such as rivers and canals should be considered.

## Chapter 3: Breaking the Cycle of Disadvantage

### Main Messages in This Chapter

1. **Inequalities due to disadvantage taken as a whole appear to have reduced over recent years.**
2. **This is due to persistent targeting of problems for a number of years. This is a good result but the problems have not gone away. Continued effort is needed.**
3. **However areas of disadvantage remain and new areas are emerging.**
4. **This is a serious concern and will require further persistent effort.**
5. **Persisting with work to break the cycle of disadvantage should remain a major priority**

I was recently asked whether inequalities due to disadvantage in the County were increasing or decreasing. This chapter attempts to answer that question.

It is particularly timely as the Health and Wellbeing Board supported the establishment of a Commission to look closely at this issue across the county. It is intended that this section will inform that process.

Overall, we have to remember that disadvantage is a many-headed hydra: it exists in many forms. New types of disadvantage appear all the time as society changes. The answer about whether the 'gap' is widening or not is, 'it depends which aspect of disadvantage you look at'. I provide here an overview of the main forms of inequality due to disadvantage and come to a judgement about whether they are increasing, decreasing or staying the same.

**The good news is that we are making a positive impact on many forms of long term disadvantage which are reducing. It is however a mixed picture and we need to make concerted efforts to tackle those that remain or are emerging.**

In this chapter I will consider 15 different indicators of disadvantage in turn and reach a conclusion about each.

### 1. Disadvantage in gender

The bare facts show that women can expect to live longer on average than men, but that men are catching up and narrowing the gap. This is because fewer men are now injured in the workplace due to improved health and safety standards and the decline in the more hazardous industries. Men have also begun to smoke less than previously, and smoking is still the biggest killer. The effect of two world wars used to increase the gap in life expectancy, but this effect is now diminishing as the population ages.

Women on the other hand have tended to take up smoking over the last 50 years, increasing their death toll – the number of younger women smoking is now about the same as in men. Drinking levels in women have also similarly increased. Women also suffer from the relatively common breast cancer which adds to the early death toll, although vastly improved treatment and survival rates mean that many more women now survive this condition.

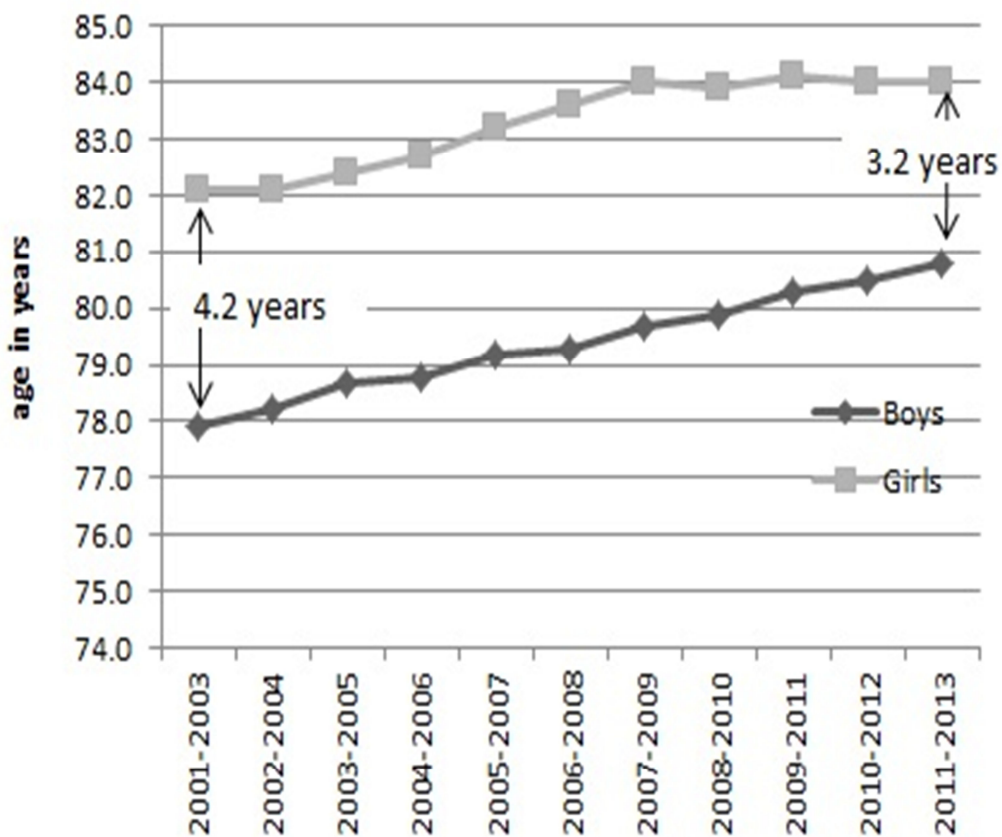
The situation can be summed up as follows:

- The male avoidable death rate fell from 408 deaths per 100,000 in 2001 to 278 deaths in 2013. The **female rate dropped more slowly** from 235 to 169 per 100,000.
- Coronary **heart disease** is still overall the most common **single cause of avoidable death**, having **fallen proportionately more for men than women**.
- Avoidable **lung cancer** deaths have also **dropped for men but risen for women**: lung cancer is the biggest single avoidable killer.

The gap between male and female life expectancy at birth in Oxfordshire has reduced in recent years. The change is due to male life expectancy increasing at a faster rate.

The picture is shown below using a measure of life expectancy from birth.

**Male and female life expectancy at birth in Oxfordshire**



***Conclusion: On the whole disadvantage due to gender inequalities are reducing, mainly because men’s prospects have improved. Women need to be cautious with regard to smoking and drinking habits.***

## 2. Inequalities in Health and Wellbeing and Age

I have discussed ageing more thoroughly in Chapter 1. This section deals briefly with the main points with regard to disadvantage.

While ageing is often a rewarding and fulfilling part of the life cycle, it is often accompanied by declining health and mobility and fewer material resources. As mentioned in the previous chapter, the main risk for diseases such as dementia is simply being older. We have also already noted the additional risks posed by loneliness in old age. Ageing is therefore a source of disadvantage. The question is, is it getting better or worse?

Chapter 1 also noted that the period of 'disease-free life expectancy' was also gradually increasing, and this can be seen as a reduction in the overall impact of ageing on health. The fact that dementia is now better detected and treated also reduces a further potential disadvantage.

***Conclusion: Disadvantage is potentially present in the ageing process, but improvements in health care and its delivery and tackling issues such as loneliness and adopting healthier lifestyles may be reducing this cause of disadvantage as shown by longer 'disease free life expectancy'. Persistence will be required as the population continues to age.***

## 3. Carers and Disadvantage

We rely on carers of all ages to keep health and social care services functioning and we neglect them at our peril. As mentioned previously, the rights of carers to receive care themselves have recently been enshrined in the Care Act. I have underlined the importance of carers in many annual reports and the summary position last year was that Oxfordshire's performance was good overall. A new Carers' Strategy is currently being developed to enhance services further.

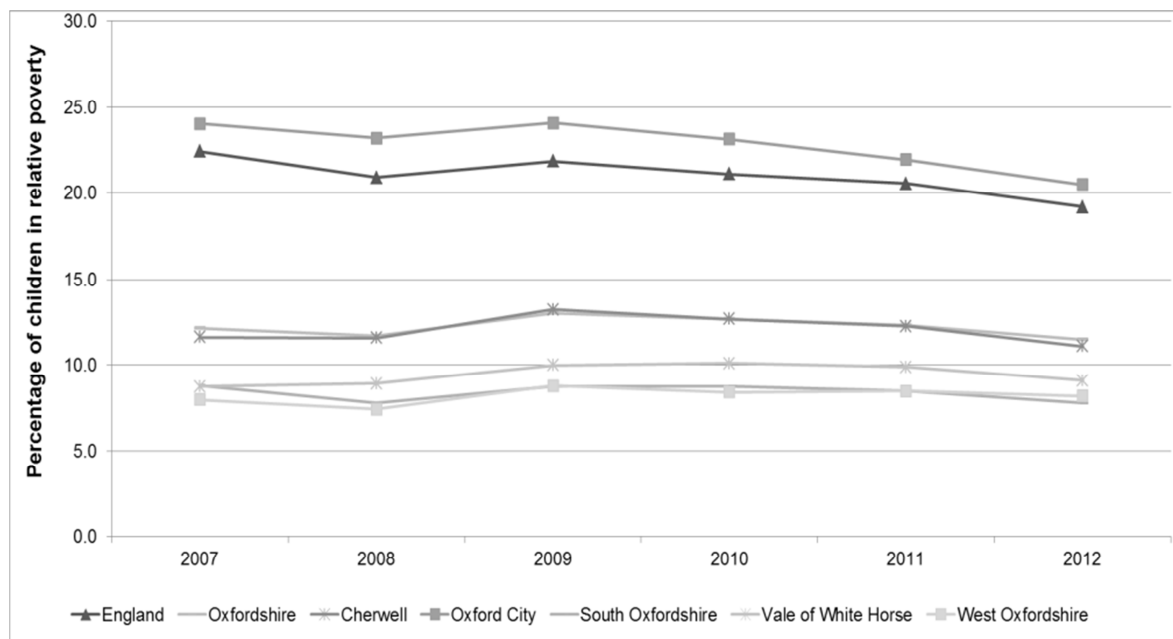
Being a carer can represent a serious disadvantage, and the impact on people's lives needs to be minimised.

***Conclusion: There is still a way to go, but the recognition of the importance of carers of all ages and the development of services to help them means that on balance this cause of disadvantage is decreasing.***

## 4. Poverty

The following statistics shed light on the local picture. With regard to child poverty the chart below shows the current picture:

### Child Poverty in Oxfordshire and Districts (2007-2012)



Source: Child Poverty Unit

Defining child poverty is difficult and controversial. It is a relative measure based on the average national income. The definition used is: "*children under 16 in families in receipt of out of work benefits OR who are in receipt of tax credits with an income of less than 60% of national median income.*"

The chart shows that child poverty overall in Oxfordshire is low compared to England and is fairly static at around 12%. The England figure is around 19%. This reflects Oxfordshire's overall prosperity and is broadly good news.

However, the City is a clear outlier here compared with the rest of the County, with slightly higher than the national average figure of around 21% in 2012. That is 1 in 5 children in the City were classed as living in poverty by this measure.

This is a significant source of disadvantage in the County and a serious cause for concern, although levels are falling across the board.

Smaller areas around the County in every District will also be affected, but the poverty will be masked by the overall prosperity of the District as a whole. This effect is shown in the table below which shows data from the most recent quarter available in 2013.

Here Banbury Ruscote, Abingdon Caldecott and Witney Central also feature while the majority of the wards are in the City.

Top 10 wards in Oxfordshire for child poverty in 2013:

	<b>Percentage of children in Poverty</b>
Abingdon Caldecott	21.33%
Banbury Ruscote	20.88%
Blackbird Leys	23.20%
Carfax	22.18%
Churchill	20.41%
Cowley Marsh	21.82%
Littlemore	19.01%
Northfield Brook	21.94%
Rose Hill and Iffley	22.05%
Witney Central	20.11%

***Conclusion:*** *This form of disadvantage overall is reducing. Higher rates tend to occur in persistent pockets of disadvantage. These are a cause for concern.*

## 5. Employment

Correlations have been found between being in good quality employment and better health. Conversely, unemployment is linked to poorer health.

In the financial year 2013/14 there were 355,000 economically active people in Oxfordshire. This was equivalent to 80.1% of people aged 16-64. The rate of economically active people was just higher than for the South East (79.9%) and higher than England (77.5%). It was higher among men (85.5%) than women (74.4%).

In Oxfordshire 77% of people aged 16-64 were in employment (65% were employees; 12% were self-employed). This proportion has remained fairly stable over the last five years, having peaked at around 80% in 2006. The proportion employed was higher in Oxfordshire than in the South East (75%) and England (72%).

In 2013/14, 3.4% of people aged 16-64 in Oxfordshire were unemployed. This figure represented a reduction from a nine-year high of 6.5% in 2012/13. The rate in Oxfordshire was lower than for the South East (5.4%) and considerably lower than for England as a whole (7.3%).

Employment rates were similar across different parts of the County.

In November 2014, 0.7% of people aged 16-64 in Oxfordshire claimed Job Seekers Allowance. This continued a declining trend since February 2013, when the claimant rate was 1.7%. The rate for Oxfordshire remains lower than for the South East (1.2%) and less than half that of Great Britain (2%).

***Conclusion:*** *Unemployment in Oxfordshire is generally very low and this source of disadvantage is decreasing.*

## 6. Housing and Homelessness

The Health Improvement Board, which has representation from all District Councils, keeps a close eye on levels of housing need, people on the edge of homelessness and rough sleeping. A great deal of close partnership working takes place to keep the figures as low as possible.

The main measures it looks at and recent trends are summarised in the table below:

Indicator	Number of households		
	2012/13	2013/14	2014/15
Homeless households in priority need	312	307	325
Total homeless Households	476	517	498
Households in temporary accommodation	216	197	192
Homelessness Prevention	1992	2298	2454
Rough Sleepers			70

Households in priority need are defined as follows:

*Local housing authorities have a duty to secure accommodation for households who are in priority need under homelessness legislation. Categories of priority need are pregnancy, dependent children, vulnerable as a result of old age, mental illness or handicap, or physical disability or other special reason, homeless as a result of an emergency such as fire or flood, a child aged 16 or 17, vulnerable as a result of having been looked after, accommodated or fostered, as a result of serving in the armed forces or having been imprisoned or ceasing to occupy accommodation because of actual or threatened violence.*

In an Oxfordshire context, District Councils are the Housing Authorities, but it is recognised that working in partnership is required for effective services – the Health Improvement Board oversees this.

The data shows that:

- There are fluctuations in the data from year to year as one would expect. Drilling down into the data shows that levels in the City are higher than for the other Districts.
- The number of households in priority need has been broadly static at just over 300 presentations per year. However if we look back a little further, there is an upward trend from 249 households in 2010/11 to 325 households in 2014/15.
- The total number of homeless households has been broadly static, fluctuating around the 500 mark.
- The number of households in temporary accommodation fluctuates at around 200 per year.
- There has been a gradual increase in the number of households prevented from becoming homeless through 'positive action', from 1992 to 2454. Positive action covers securing accommodation with a housing association or in the private rented

sector as well as a result of the provision of advice, support or other intervention. This is a good achievement.

- The estimated number of rough sleepers is around 70 at any one time. This is the first year when all Districts have counted rough sleeping in the same way so no conclusions about the trend can be drawn.

### **What are we doing about it - Joint Working in 2014/15**

There have been a number of areas of joint working over the 2014/15 year, between the County Council, District Councils, and other statutory partners such as the Oxfordshire Clinical Commissioning Group. This has included:

- Considering the health needs of homeless families placed in temporary accommodation by using a Health Notification Protocol.
- Working together to commission services for young people to support those in housing need.
- Multi-agency work to ensure current services for homeless adults still provide what is most needed.
- Making a successful bid for Central Government funding to support offenders with housing need. This work was led by Cherwell District Council.
- Closer working between the District Council Housing Authorities, Social Care and health services following a Housing and Health event in the City. This work was particularly focussed on preventing delayed discharge from hospital.

***Conclusion: Overall the balance of evidence shows that the number of households in difficulties in maintaining accommodation and in need of help is broadly static. This form of disadvantage remains a cause for concern.***

## **7. Education – School Results**

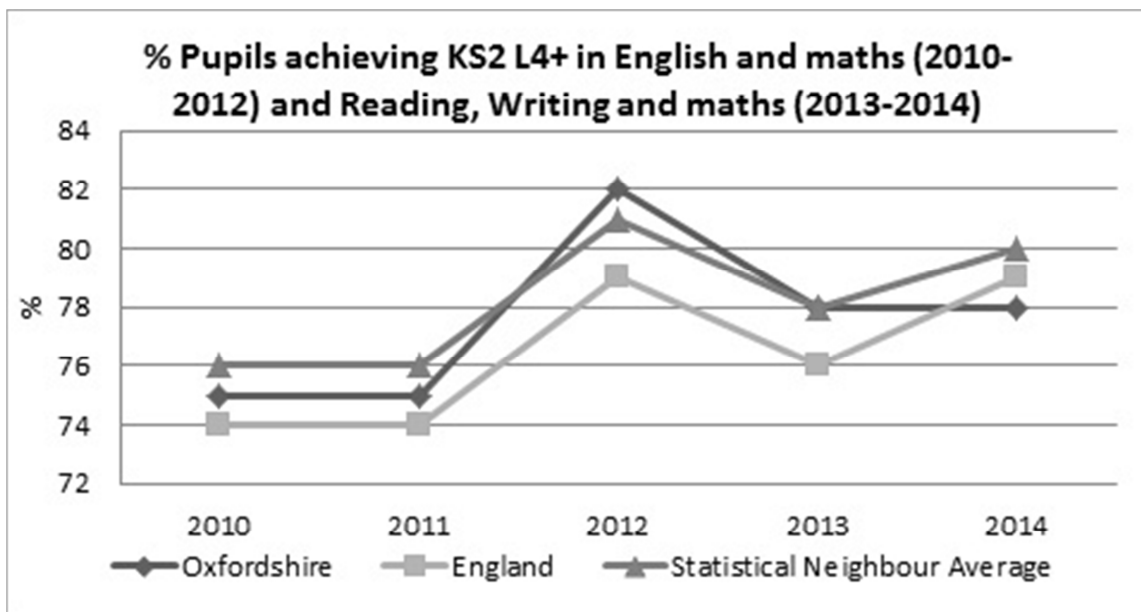
School results give a useful indicator of prospects for children. Poor results can reflect general disadvantage. The accuracy of the data means that these figures can be used to tease out underlying trends.

**It has been noted in previous reports that this indicator is not simply about schools.** It also reflects the general level of disadvantage among pupils in a local area which is due to many factors beyond the control of schools.

In this section we will look at the actual results at different key stages, focusing on results locality by locality. We will then look at the performance of different ethnic groups.

### **Results at Key Stage 2 (typically aged 11)**

- Pupils are assessed at the end of Key Stage 2, which runs from Year 3 to Year 6. The key performance measure is the percentage of pupils achieving level 4 or above in reading, writing and maths.
- In 2014 78% of pupils in Oxfordshire achieved level 4 or above in reading, writing and maths. This represents a drop below the England average (79%) for the first time in a number of years. Oxfordshire now performs below the national and statistical neighbour averages and ranks 8<sup>th</sup> out of its statistical neighbour group (down from 5<sup>th</sup> in 2013).



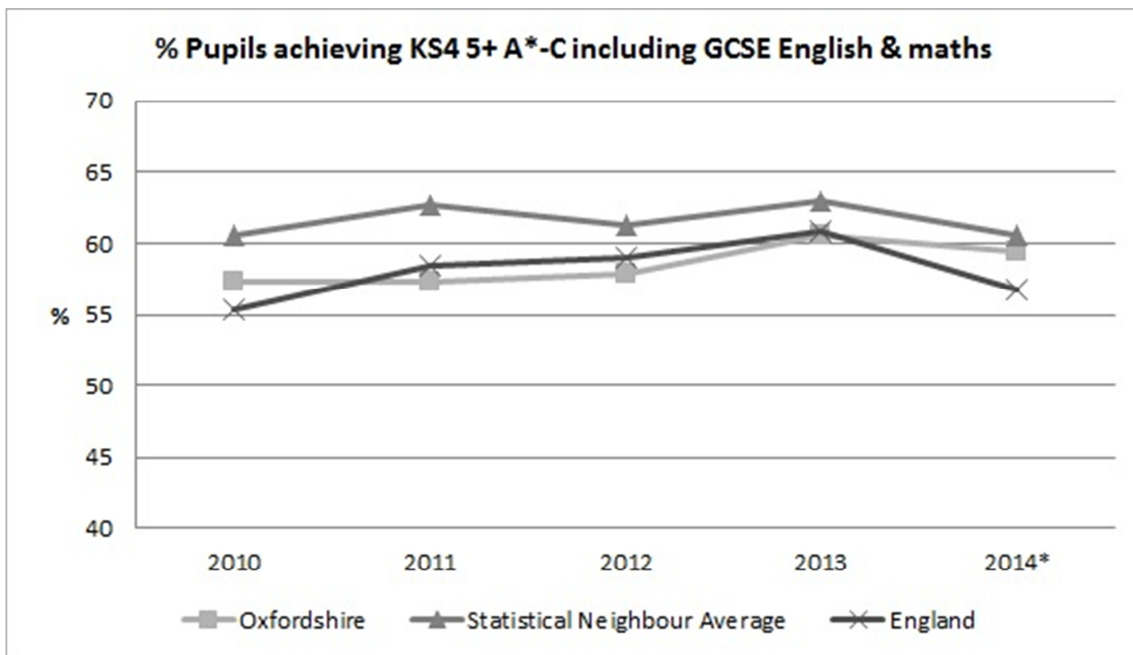
Source: Department for Education

- However, progress between Key Stage 1 and Key Stage 2 was higher across all subjects in Oxfordshire than the national average, with at least a 1% increase in each subject being reported in 2014.
- In 2014 pupils known to be eligible for free school meals in Oxfordshire were 23% less likely to achieve level 4 or above in reading, writing and maths than those who were ineligible. This attainment gap remains larger than the national average (18%).

Oxfordshire's statistical neighbours are: Bracknell Forest, Bath and NE Somerset, Buckinghamshire, Cambridgeshire, Gloucestershire, Hampshire, Hertfordshire, West Berkshire, West Sussex and Wiltshire

### Results at Key Stage 4 (typically aged 15)

- The key performance measure at Key Stage 4 is the percentage of pupils achieving five or more A\*-C grades at GCSE, including English and maths.
- In 2014, 59.4% of pupils at schools in Oxfordshire achieved 5 or more A\*-C grades at GCSE, including English and maths. This was above the England average of 56.8% but just below the statistical neighbour average of 60.6%.
- This is a good result as previous reports have 'flagged' the previous poor performance compared with England as a major indicator of disadvantage.

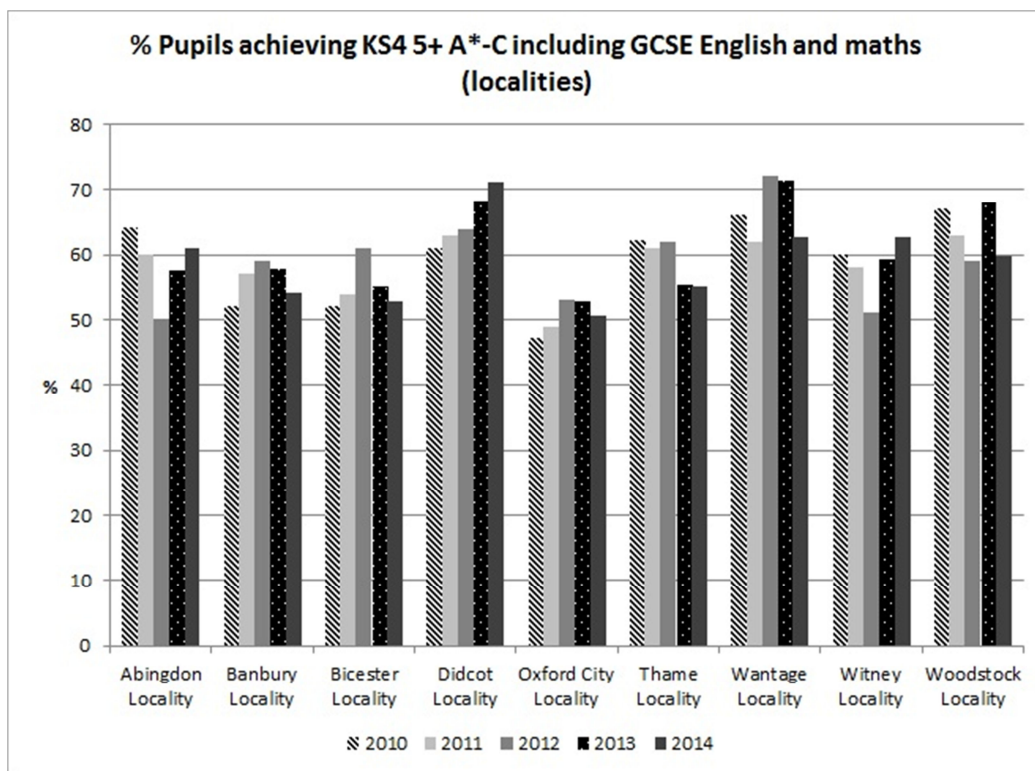


Source: Department for Education

- In 2014 the proportion of pupils at schools in Oxfordshire making the expected progress in English and mathematics was higher than the national average. This is a good result.
- Pupils known to be eligible for free school meals in Oxfordshire schools were 34% less likely to achieve five or more A\*-C GCSE grades, including English and maths than those who were ineligible. This attainment gap remains larger than the national average (27%).
- The way in which performance is reported changed in 2014 and is now based on First Entry (i.e. the first time a pupil sits an exam), rather than Best Entry (which can include resits). For this reason previous years' results cannot be directly compared. The trend chart above should therefore be treated with caution.
- Across the County, GCSE performance in Oxford schools has moved out of the bottom quartile for the first time in a number of years. This is a good result and indicates a decrease in disadvantage.

### Key Stage 4 results by Locality

Looking at school results at GCSE grouped by locality gives the following picture:



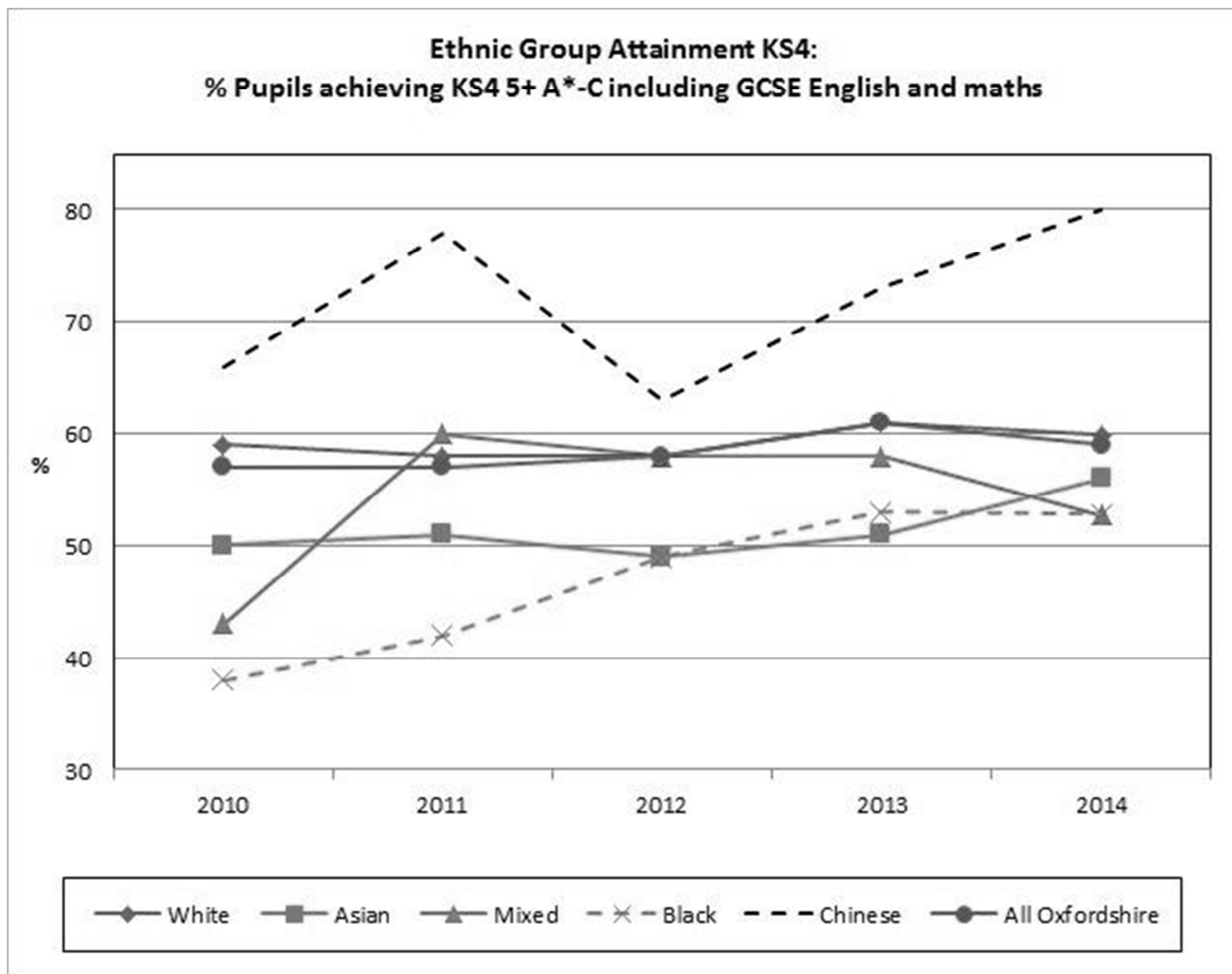
Source: Department for Education

It can be seen that:

- The Didcot locality has been gradually improving and now has average attainment at over 70%.
- Oxford City locality has improved since 2010, but has average attainment levels of around 50%.
- The gap between best and worst has remained broadly constant at around 20 percentage points.

#### Key Stage 4 results by ethnicity

- In 2014, 60% of White pupils at schools in Oxfordshire achieved 5 or more A\*-C grades at GCSE, including English and Maths. This compares with 56% of Asian pupils, 53% of Black pupils and 53% of Mixed ethnicity pupils. **Caution should be exercised due to the relatively small number of non-White pupils: in 2014 there were 302 Asian pupils, 258 Mixed ethnicity pupils; 125 Black pupils and 30 Chinese pupils. This means that results will fluctuate from year to year and is likely to account for some of the differences shown in the chart below.**



Source: Department for Education

The chart above shows that:

- Results for children from Black and Asian ethnic groups have improved steadily. This is a good result.
- The Chinese population's numbers are small, but perform above the average.
- Results for children of mixed ethnicity fell slightly last year.
- Overall these results show an improvement.

***Conclusion:*** *There has been recent improvement in this measure which has been a serious cause for concern in previous years. The gap has closed at key stages 4 and between key stages 1 and 2, but have widened at key stage 2. Children from minority ethnic groups are performing better on the whole. Children in receipt of free school meals and areas with the poorest results can be used to focus further effort.*

## 8. Ethnicity related Disadvantage

There has been an 'across the board' increase in the number of Oxfordshire residents from ethnic minority groups of 57% comparing 2001 and 2011, (46,000 more residents) the increase involving every District of the County.

Over a third of all city residents are from ethnic minority groups and over 10% of all Cherwell residents.

The picture continues to be fluid as populations from parts of the EU migrate in and out of the country.

Ethnicity doesn't necessarily equate with disadvantage, and the needs of different communities will differ widely – the needs of Polish, Lithuanian or Czech economic migrants are unlikely to be the same as a first generation Asian immigrant for example. However, ethnic minorities, especially those who are fleeing persecution and those who do not speak English well, do suffer health inequalities.

The position in schools, which shows improvement, was highlighted above – many schools are now teaching children whose first language is not English and the number of first languages spoken may be over 20 different languages.

In terms of disadvantage, ethnicity presents a number of challenges for example:

### Health related disadvantage

Ill health does not affect all equally. For example people from the Asian sub-continent have a higher risk of developing diabetes, and are at risk of diabetes at lower Body Mass Index BMI than are 'white' ethnic minorities.

### Language related disadvantage

Particularly among 1<sup>st</sup> generation migrants, language presents a challenge. It is more difficult to do as well at school or to secure a high paying job if fluency is poor.

***Conclusion: Ethnicity may be a risk for disadvantage, but it isn't necessarily so. However, the increasing number of migrants does mean that the potential for disadvantage is widening.***

## 9. Teenage pregnancy

This is a success story in Oxfordshire. Rates have been falling steadily since 2001-2003 from just over 35 per 1000 15 to 17 year olds to around the current rate (2011-13) of 20 per 1000. This easily out-performs England's figures of around 42 per 1000 in 2001-2003 and 28 per 1000 in 2011-2013)

This achievement has been due to careful attention from all services, including sexual health services, schools, school health nurses and targeted services to improve access to contraception such as condoms and the morning after pill.

The five wards with the highest rates per 1,000 females aged 15-17 years in rank order are:

District	Ward
Oxford	Blackbird Leys
Oxford	St Mary's **
Oxford	Iffley Fields
Oxford	Barton and Sandhills
Oxford	Rose Hill and Iffley

\*\* this ward now includes figures for Holywell ward

However, even in the wards with the highest rates, the numbers have fallen over the last decade. And this is overall a good result.

Teenage pregnancy is one of the persistent markers for social disadvantage. Recent improvements in the school health nursing service help to target teenage pregnancy with a holiday time, as well as term time, service in the City, access to the morning after pill in selected pharmacies across the county and contraceptive advice focussed on Banbury and the City. Also an outreach service of two trained sexual health staff goes out to help young people in the most difficult areas to give help and advice.

Continued targeting of the services mentioned above will be needed to continue to keep teenage pregnancy in decline.

**Conclusion: This is a good result and is a decreasing cause of disadvantage.**

## 10. Safeguarding and Exploitation

Children who need to be safeguarded and protected from exploitation are by definition disadvantaged.

Improvements made to services over recent have been thoroughly scrutinised by the Oxfordshire Safeguarding Children Board (OSCB), by external review, and by the Council's Performance Scrutiny Committee. The results show the substantial gains made in understanding these issues in Oxfordshire and the work done by all organisations to improve matters. This has been extensively covered elsewhere, but in summary, Oxfordshire has faced up to this issue and improved the local situation.

**Conclusion: This issue is now well understood and the determined approach in Oxfordshire acts to reduce this cause of disadvantage.**

## 11. Female Genital Mutilation

Female genital mutilation (FGM) (also referred to as female circumcision) is defined by the World Health Organisation (WHO) as "*all procedures involving partial or total removal of the external female genitalia or other injury to the female genital organs for non-medical reasons*".

There are no health benefits to FGM. Immediate effects include severe pain, shock, bleeding and infection. Long term physical effects include chronic infection, difficulties passing urine, kidney failure and damage to the reproductive system including infertility. There may be long term psychological and mental health effects, including depression and anxiety.

FGM is illegal in the UK – both the practice itself and assisting in it.

As well as a legal issue, FGM is an inequality issue. It is linked to cultural practice and behaviours which cross religious, ethnic and language boundaries. No accurate figures of the numbers of women affected in Oxfordshire exist, though there is now regular reporting

of the number of women who have been affected by FGM and who are seen years later in local hospitals, often when they are pregnant.

Much is being done to raise the profile of this practice as a safeguarding issue. The Oxfordshire Safeguarding Children Board has been operating at the forefront of this work. The Oxfordshire FGM strategy is addressing the needs of women who have undergone FGM by providing specialist health services for them. The strategy also includes longer term prevention initiatives.

The role of public health is focussed on prevention, working with communities to help them to raise awareness and start talking about FGM. By this means the community members themselves will start to change expectations.

So far the FGM strategy group has:

- Established a network of trained professionals who work across different agencies to provide the best services for affected women.
- Secured funding for the “Rose Clinic” where specialist help is available for women through pregnancy and childbirth.
- Supported a group of young people who are raising the issue of FGM in local secondary schools. They have already run several workshops and a successful poster competition.
- Worked with a local voluntary group who are developing a website to highlight the stories of those affected.
- A very successful conference was also held with the Department of Health where the development of the work in Oxfordshire was described and celebrated.

The next steps in this work are to:

- Press on for the long term in parallel with enforcement agencies to ensure that children are protected.
- Work with survivors of FGM to help them undertake action research in their own communities and bring about change from within.
- Ensure that professionals are trained and aware, so that a range of organisations can work together to recognise risk, support those affected and prevent FGM in the next generation.

***Conclusion: This is an example of disadvantage which has come to the fore in recent years. Sound and solid action is being taken, but at present it remains as an area of potential disadvantage.***

## 12. Inequalities in mental health and mental health services

The chapter on mental health and wellbeing gives a fuller account of this topic. In summary, over the last 5 years there has been a gradual improvement in the way mental health services are viewed, commissioned and provided. There have been 5 ‘drivers’ behind this:

- The move to see mental health problems as common, and to improve basic services to help people combat anxiety and depression.

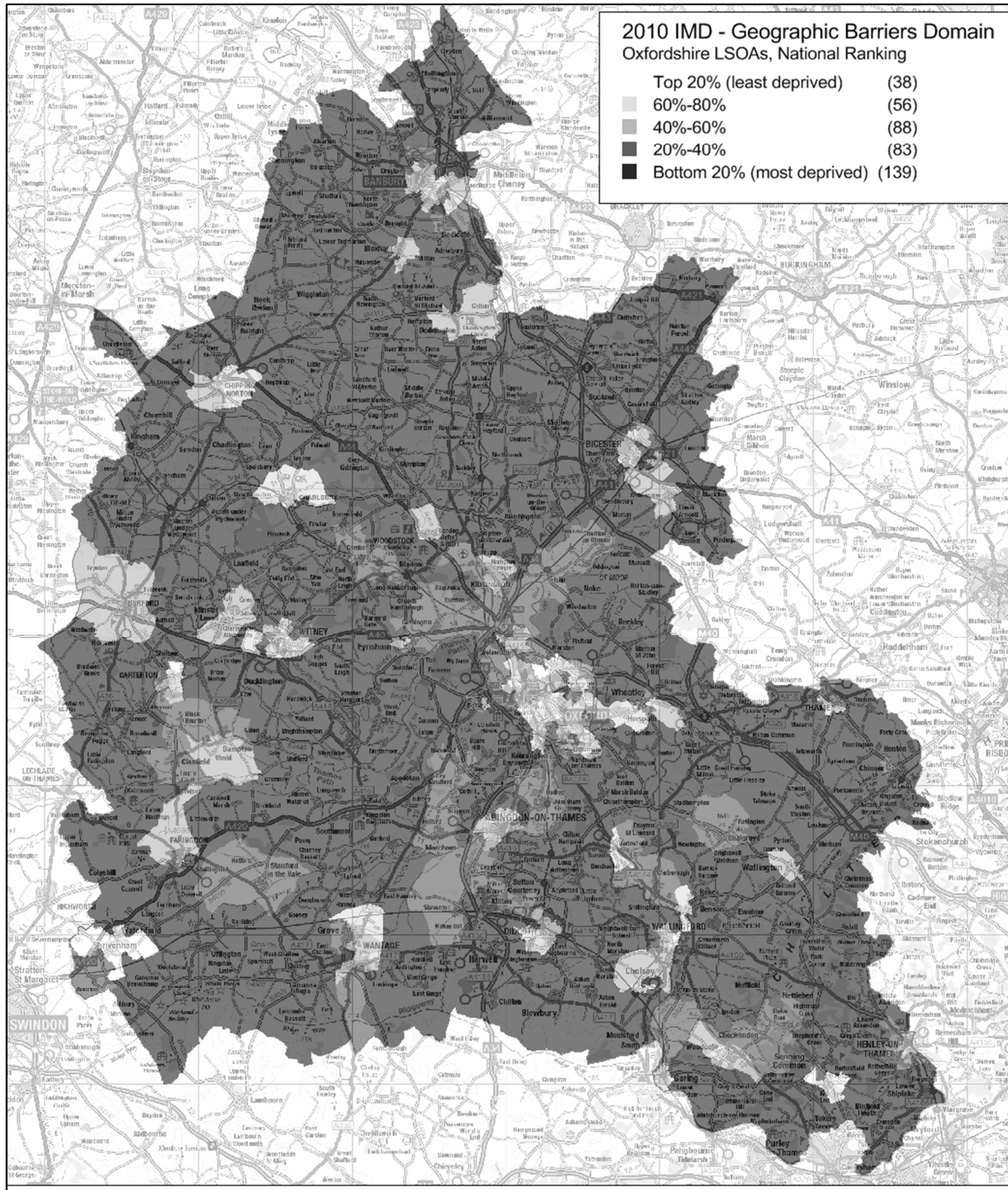
- The move to discuss mental health problems alongside physical health problems and thus reduce stigma.
- The concept of 'parity of esteem' enshrined in the NHS five year plan which seeks to 'level the playing field' and give equal weight to mental and physical health issues and services. This includes acknowledging that mental and physical health problems are not separate, but form a continuum in each individual, and this needs proper attention to achieve recovery.
- The good work done in dementia awareness and dementia services described elsewhere in this report.
- A much improved partnership between the statutory agencies and the voluntary sector.

**Conclusion: *There is a way to go, but this inequality is gradually reducing. See the next chapter for more detail.***

### **13. Disadvantage in Access to Services: A Rural County**

Oxfordshire is a rural County. Services tend to be located in population centres to give access to the greatest number and so, from that point of view, there will always be a disadvantage in living off the beaten track. The most celebrated example of this is the long-running struggle of the Health Overview and Scrutiny Committee to improve rural call-out times for ambulances.

The map below summarises a mixture of data about access (which includes distance to GP, food shops, primary school or Post Office) and shows it as areas on the map. It can easily be seen that the more rural areas have poorer access to services. This can be particularly disadvantageous to older people and compounds the problem of loneliness and isolation:



The darker the area on the map, the poorer access to amenities will be compared to other places in Oxfordshire.

***Conclusion: This form of inequality is 'hard-wired' into the fabric of Oxfordshire. As such it neither increases or decreases, but it is a feature of this County which needs to be borne in mind when planning services.***

## 14. Inequalities from place to place

Much of the information mentioned about disadvantage described above can be gathered together and mapped. The measure used is called the index of multiple deprivation (IMD). The IMD measures relative levels of 'social deprivation' across England. It combines a number of indicators into a single score for each small area of the country.

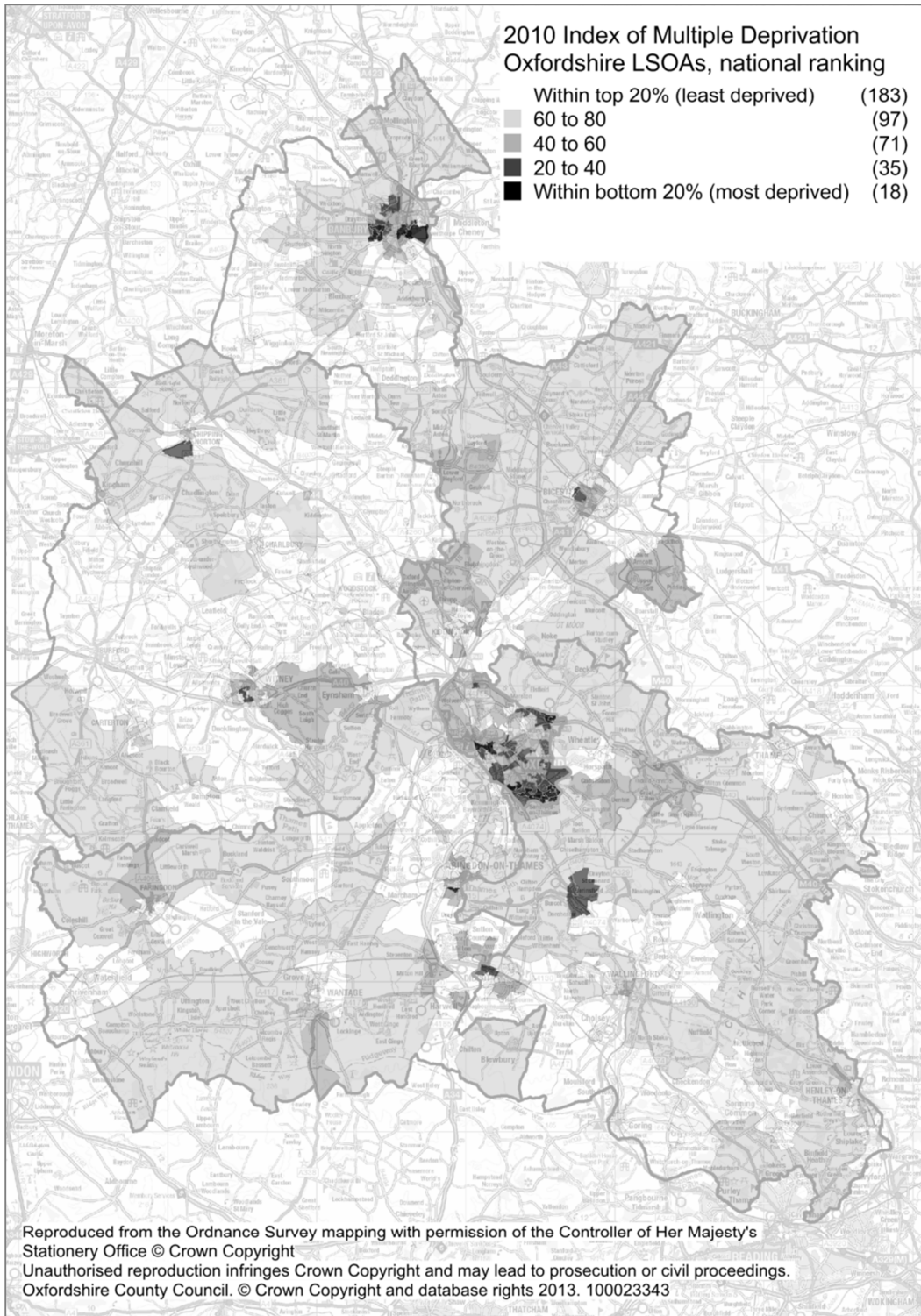
Overall, Oxfordshire is an affluent and prosperous county. According to the 2010 IMD, Oxfordshire ranked as the twelfth least disadvantaged upper tier local authority out of 152 in England. 102 of Oxfordshire's 404 small areas in 2010 ranked among the 10% least disadvantaged nationally; 183 ranked among the 20% least deprived.

In population terms, around a quarter of the County's population is estimated to live in areas that were ranked among the 10% least deprived areas in England. Over two fifths live in areas ranked among the 20% least deprived.

However, the flip side of that is that one of Oxfordshire's small areas ranked among the 10% most disadvantaged in England, (Northfield Brook) and 17 areas are ranked among the 20% most disadvantaged. Relatively disadvantaged areas in the County include parts of South East Oxford, Abingdon, and Banbury.

The small areas in the 20% most disadvantaged are; Northfield Brook, Rose Hill and Iffley, Blackbird Leys, Barton and Sandhills, Banbury Ruscote, Banbury Grimsbury and Castle, Littlemore, Holywell, and Abingdon Caldecott. In population terms, just under 5% of the county's population is estimated to live in areas that were ranked among the 20% most deprived nationally.

These areas are shaded as the darkest on the map in below. 'Social deprivation' is consistently linked to poorer health and wellbeing.



***Conclusion:*** This measure compares one area in the County with all others as a snapshot and so can't be used to measure a trend in disadvantage, i.e. it doesn't say whether disadvantage is growing or declining, but it can tell us about the disadvantage 'hard-wired' into the fabric of the County. However, because of the useful combination of statistics, this remains a valuable way of identifying and targeting areas of disadvantage.

## 15. Disadvantage in families who are most in need: Thriving Families

### Phase 1 of the Thriving Families Programme in Oxfordshire

The national Troubled Families programme was launched in 2011. The Oxfordshire Programme, known as the “Thriving Families Programme”, was set the task of identifying 810 families who had 2 or 3 of the following “family problems”.

1. Children not attending school.
2. Adults out of work.
3. Families involved in anti-social behaviour or youth crime.

It is also aimed at making long-term savings by reducing the financial burden these issues place on society. The County Council has consistently supported this programme as a priority.

### The Results of Phase 1

Over the 3 years from April 2012 the programme in Oxfordshire identified 810 families and demonstrated improvement for them all. This is a very good result.

Of the **810 families** identified:

- **743 families** saw significant improvement in school attendance, to at least 85% attendance over the school year.
- **607 families** entered continuous employment or engaged in work related activities (Apprenticeships, Work Experience, Volunteering, Permitted Work, Work Choice, Non-Mandatory Training Courses) for at least 13 weeks.
- **443 families** previously engaged in anti-social behaviour or youth crime did not commit further offences for at least 6 months.

### The features of phase 2 of the programme

The delivery of 100% performance in phase 1 of the programme has led to very strong working relationships with the Troubled Families Unit in the Department for Communities and Local Government. Oxfordshire became an early implementer of phase 2 of the programme in September 2014 ahead of the national roll out in April 2015.

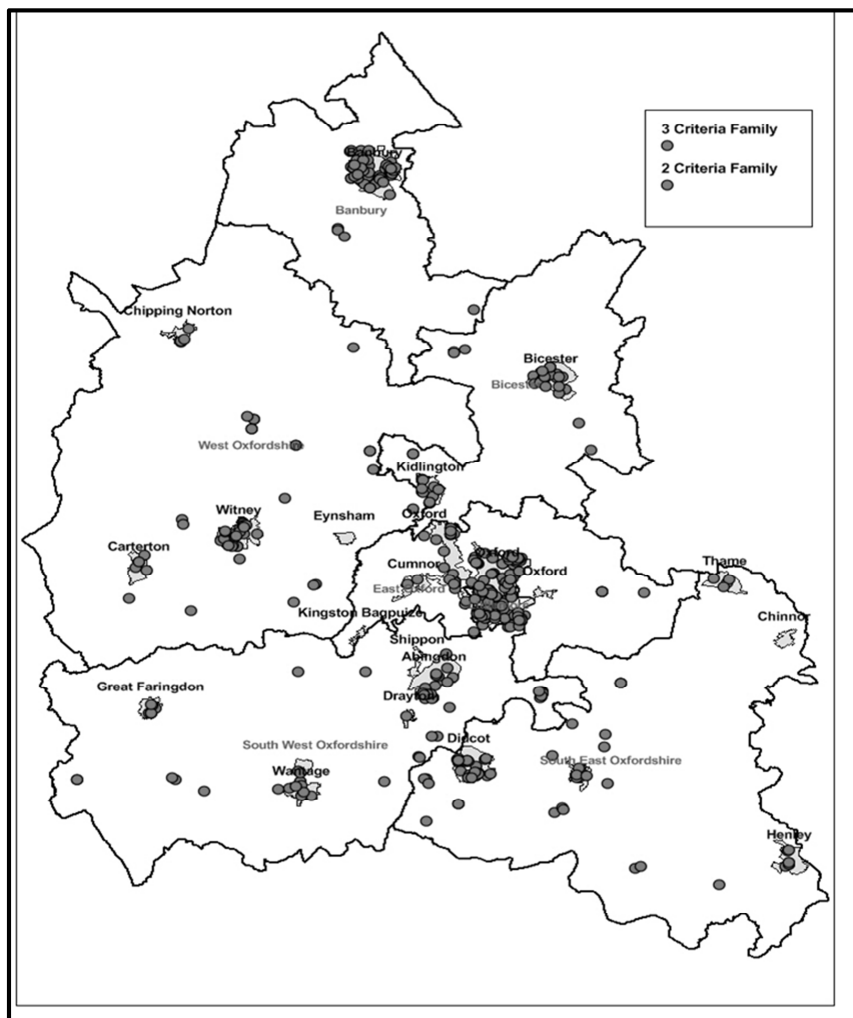
In phase 2 of the programme Oxfordshire have been asked to identify and work with 2,890 families over 5 years from 2015 to 2020 – an ambitious programme.

Results will be sought for 6 family problems rather than just the 3 used in phase one. The issues that have been added are:

- Children on child protection plans or Children in Need plans for neglect.
- Domestic abuse.
- Health issues including substance misuse.

A map of the locations of families identified in phase 1 is shown below. The great thing about the Thriving Families programme is that it achieves coverage of every corner of the

County, which are NOT masked by surrounding better off areas. This means that areas like West Oxfordshire, South Oxfordshire and Vale receive services too where they are most needed.



The Council is also at the forefront nationally in finding new and practical ways to engage the NHS in the initiative through local GPs.

***Conclusion: Because the 'Thriving Families' programme is reaching out to all parts of the County, urban and rural, and because it achieves demonstrable results, it is likely that this represents a decrease in disadvantage***

### What have we said previously about Disadvantage in Oxfordshire

Previous annual reports have highlighted and called for action on many of these topics, including:

- Teenage pregnancy
- Educational achievement
- Breaking the Cycle of Deprivation in families who need help the most
- Dementia
- Mental health

Many of these topics have also been of concern to the County’s scrutiny committees. It is good to see that progress is now being made in all of these areas. The key is now to retain and improve on this position and tackle the newly emerging areas.

Other topics previously reported on such as ethnicity still require attention.

## Summary of Breaking the Cycle of Disadvantage

At the beginning of this chapter the question was posed, ‘Are inequalities due to disadvantage increasing or decreasing in Oxfordshire.’

The table below summarises the information reviewed:

<b>Decreasing Inequalities</b>	<b>Inequalities ‘Hard Wired into the fabric of Oxfordshire</b>	<b>Static / Increasing/newly recognised Inequalities</b>
Inequalities in men’s health	Geographical inequalities: inequality by place	Ethnicity
Disease free life expectancy	Social isolation and rural access to services	Women and lifestyles
Dementia detection and care		Loneliness in older people
Children in Poverty		FGM
Unemployment		Homelessness
Educational attainment		
Teenage Pregnancy		
Mental Health Services		
Families in Greatest Need		
Breastfeeding (see lifestyles chapter)		
Caring for Carers		

## Reducing Disadvantage

Overall there is evidence of reducing disadvantage in a number of important areas in Oxfordshire which have been causing concern for some time. Good examples are school results, teenage pregnancy, helping families who need it most, and mental health services. Why is this? There are probably 3 reasons:

- Persistent policies applied over time which are paying off, e.g. teenage pregnancy and improved school results.
- National policy priorities targeted at areas of inequality with earmarked funding, e.g. dementia services, mental health services and the Thriving Families programme.
- General improvements in healthy lifestyles, e.g. the gradual improvement in men’s health.

This points to a formula for success in tackling disadvantage which has 4 components:

- 1. Identify,**
- 2. Target,**
- 3. Fund,**
- 4. Persist.**

All of these are likely to be assisted by the relative economic prosperity of Oxfordshire and its high levels of employment.

### **Stubborn Causes of Disadvantage**

Some causes of disadvantage are less likely to diminish however because they are currently 'hard-wired' into the fabric of Oxfordshire. These are the persistent geographical areas in which disadvantage persists, particularly in areas of the City and Banbury, and there are persistent inequalities of access which are a result of the rural nature of much of Oxfordshire. These contribute to isolation and loneliness in older people.

These causes of disadvantage are likely to be stubborn to combat and require a more strategic long term approach.

### **Increasing Disadvantage**

The data shows that there are also areas where disadvantage is worsening and these need to be addressed:

- Our services need to accommodate a more ethnically diverse population.
- Those in the greatest need require help to stay in settled accommodation - this is a basic prerequisite for thriving.
- We need to maintain the good progress we have made to eradicate Female Genital Mutilation.
- Women need to consider their smoking and drinking levels with care so as not to cause the diseases of the future.

### **If targeting is the key who should we target?**

The characteristics suggested by the evidence follow. They apply equally to all areas, urban or rural. They are:

- Loneliness and isolation in older people
- Local areas with low educational attainment
- Children in receipt of free school meals / in areas of high poverty levels
- Families identified by the thriving families programme
- Families and individuals on the brink of homelessness
- Women with regard to lifestyle factors such as smoking and drinking
- Areas in the bottom 20% of multiple disadvantage for England
- Mental health problems as an additional factor alongside other physical health problems

## How should we target them?

People sometimes shy away from targeting because they think ‘their’ area will lose resources.

This isn’t necessarily the case and making a difference needn’t cost more. Practical targeting is less about big free-standing initiatives and more about ‘tweaking’ the hundreds of initiatives and services we already have to be more sensitive to the groups described above.

## Tackling Disadvantage is in everyone’s interest

Ill health, disability and early death are tragic. They are also expensive for state-funded services. They also sap the economy and the workforce and lead to unhappiness in old age. It is in everyone’s interest to tackle disadvantage and to promote good health for all, and it can be done right across the County as Oxfordshire’s proud record with the Thriving Families programme has shown.

## Recommendations

### Short term recommendations:

1. The Health and Wellbeing Board should carry out its plans to sponsor a more detailed review of disadvantage, and should use the analysis in this report as a source of information. This analysis should inform the Joint Health and Wellbeing Strategy, Local Authority plans the Clinical Commissioning Group’s 5 year plan and the work of the NHS and County Council Systems Leadership Group and Transformation Board.
2. All agencies should maintain current programmes which are successfully reducing disadvantage. These include:
  - Teenage pregnancy
  - The Thriving Families programme
  - Work with schools to improve school results
  - The promotion of breastfeeding
  - Improved dementia services
  - Improved mental health services
3. All agencies should target the causes of disadvantage which are static or increasing. Specifically:
  - The Health Improvement Board should continue its efforts to prevent homelessness through partnership working
  - GPs and the Public Health team should target NHS Health Checks to improve take up by ethnic groups and manual workers
  - Partnership work to eradicate FGM should continue
4. Contract specifications for services being renewed should carefully consider how to target areas in the bottom 20% IMD and areas of high child poverty so as to give a

good service across the county and a specific service to meet the needs of these areas.

5. NHS Trusts and General Practice should consider how to give additional help to those in the target groups listed above when they come for help for any condition. This consideration should be built into the Health and Wellbeing Board's planned work on disadvantage and specific recommendations should be made.

## **Longer term recommendations:**

6. See the recommendations in chapter 2 regarding housing and the design of communities so as to combat isolation, loneliness and to break the cycle of disadvantage in specific areas.
7. The Local Enterprise Partnership, Local Government, Local Employers and Oxford University should continue to work together to secure central government funding to provide the infrastructure to favour continued economic prosperity and high levels of employment.
8. The Health Overview and Scrutiny Committee should consider scrutinising the extent to which reducing disadvantage and inequality are built into the plans of the Clinical Commissioning Group, General Practice and NHS Trusts.
9. Healthwatch should be invited to consider monitoring the inequalities identified in this chapter as part of its on-going work programme.

## Chapter 4: Mental Health

### Main Message of This Chapter:

**Mental Health services have gradually improved over the last seven years. Current plans aim to push this further.**

The last six annual reports have called for improvements in mental health services. They were then considered a 'Cinderella service'. Since then we have seen steady improvement and it seems fair to say that Cinderella has now received an invitation to the health ball.

### Why is this?

The chapter on inequalities summarised 5 'drivers' which have helped to gradually improve mental health services. To re-cap, these are:

- the move to see mental health problems as common, affecting one in four of us and to improve basic services to help people combat anxiety and depression
- the move to discuss mental health problems alongside the physical and thus reduce stigma
- the concept of 'parity of esteem' enshrined in the NHS five year plan which seeks to 'level the playing field' and give equal weight to mental and physical health issues and services. This includes acknowledging that mental and physical health problems are not separate but form a continuity in each individual, and this needs proper attention to achieve recovery
- the good work done in dementia awareness and dementia services described elsewhere
- a much improved partnership between the statutory agencies and the voluntary sector.

The 'NHS 5 year Forward View' sums up the issue and the ambition well:

*"Mental illness is the single largest cause of disability in the UK and **each year about one in four people suffer from a mental health problem**. The cost to the economy is estimated to be around £100 billion annually – roughly the cost of the entire NHS. Physical and mental health are closely linked - people with severe and prolonged mental illness die on average 15 to 20 years earlier than other people – one of the greatest health inequalities in England. However only around a quarter of those with mental health conditions are in treatment, and only 13 per cent of the NHS budget goes on such treatments when mental illness accounts for almost a quarter of the total burden of disease. Over the next five years the NHS must drive towards an equal response to mental and physical health, and towards the two being treated together. ).*

This chapter details some of the recent initiatives taken locally.

- With regard to improving access to therapies, there are now 9,100 Oxfordshire residents in treatment every year with 50% moving towards recovery.
- A criticism of the current system is the length of time it takes to be seen. In response, waiting time standards for access to psychological therapies (counselling,

and help from clinical psychologists and the like) will be in place from April 2016 and the services are working on achieving these.

- This will include a 2 week wait target for intervening earlier in cases of serious mental illnesses such as schizophrenia and bi-polar disorder (formerly known as manic depression).
- An effective 'psychiatric liaison service' between physical and mental health professionals is being designed and will be in place by 2020. This will ensure that people being treated for physical disorders which have a mental health component (e.g. in hospital) will be treated as a whole person. This is beginning with:
  - A 24/7 liaison service in Accident and Emergency.
  - A psychological medicine service in inpatients in the John Radcliffe Hospital and Horton Hospital– focussing on patients with depression, delirium and dementia.
  - A more active service in outpatient clinics.
  - Assessment of the mental health needs of frequent service users to make more appropriate use of services.
  - Planned improvements for services for eating disorders in children.

Another interesting development is Outcome-Based Commissioning (OBC in the jargon, more accurately known as outcome based contracting). This combines agreeing contracts with service providers for achieving defined results instead of just counting the number of treatments given. An example of what would be counted includes whether or not the individual is back in work. It is designed to empower service providers to work together for the long term so that they redesign services so as to achieve real results.

While it sounds good in theory, it is complex to achieve in practice. We are on the brink of putting in place an outcomes-based contract for mental health in Oxfordshire with a value of £35M each year for 5 years initially. The funding comes from pooled NHS and County Council Social Care budgets. The 'preferred providers' for the contract have put together an exciting consortium of partners involving the Oxford Health Foundation Trust and 5 local voluntary sector partners including MIND and Restore. The outcomes set will aim to achieve concrete improvements of improved mental and physical health, improved support for carers, more patients in employment and improved 'social functioning' (e.g. improved personal relationships and better integration into 'society').

Work is also in progress to improve the Child and Adolescent Mental Health Service to improve the transition from children's to adults' services.

## Recommendations

1. The Clinical Commissioning Group, Oxfordshire Adult Social Services, Oxford University Hospitals Trust and the associated Voluntary Agencies should ensure that outcome-based contracting really does improve outcomes.
2. The Oxfordshire Health Overview and Scrutiny Committee should consider continuing to monitor these proposals as part of its forward plan.
3. Oxfordshire Healthwatch should consider continuing to closely monitor the quality of mental health services from the perspective of the service user.

## **Chapter 5: Lifestyles and Health: We are what we eat, drink, smoke and do.**

### **Main Messages In This Chapter:**

- 1. Our lifestyles have a massive impact on our health and there are many things we can each do to improve it. This is good news.**
- 2. Obesity is an epidemic which has not yet reached its peak. Action is needed at all levels, individual, local and national. This is the major pressing lifestyle issue.**
- 3. Smoking is on the decline: we need to target groups where rates are highest, in this case, manual workers.**
- 4. Tooth decay is gradually declining but inequalities persist. Oxfordshire's new prevention service will help.**
- 5. Drug addiction services are improving.**
- 6. Legal Highs present an important risk, particularly to younger people. Oxfordshire is active in combatting the threat. Proposed legislation will help.**
- 7. Drinking levels have fallen slightly, but the disease and misery caused by alcohol addiction remain.**
- 8. Breast feeding has real health benefits. Local breast feeding rates are good. We need to keep this up.**
- 9. Our local NHS Health Checks are performing well. We need to work with GPs to improve further still.**

There is an old saying, 'You are what you eat'. But we are also what we smoke and drink and do. This chapter will look at important 'lifestyle choices' to paint the current picture.

### **Obesity, diet and physical activity**

Rising levels of obesity present a major challenge to our health. This is as true today as it was 8 years ago when the importance of the topic was first raised. Next to quitting smoking, staying reasonably slim is probably the best thing you can do for your health.

There is an epidemic of obesity in this country and Oxfordshire is no exception. Nearly one in four people in the UK is obese – being obese reduces life expectancy by an average of nine years. Obesity makes its impact in many ways. It affects general mobility leading to problems with joints and causes long-term diseases such as diabetes, stroke and heart disease, as well as affecting self-esteem.

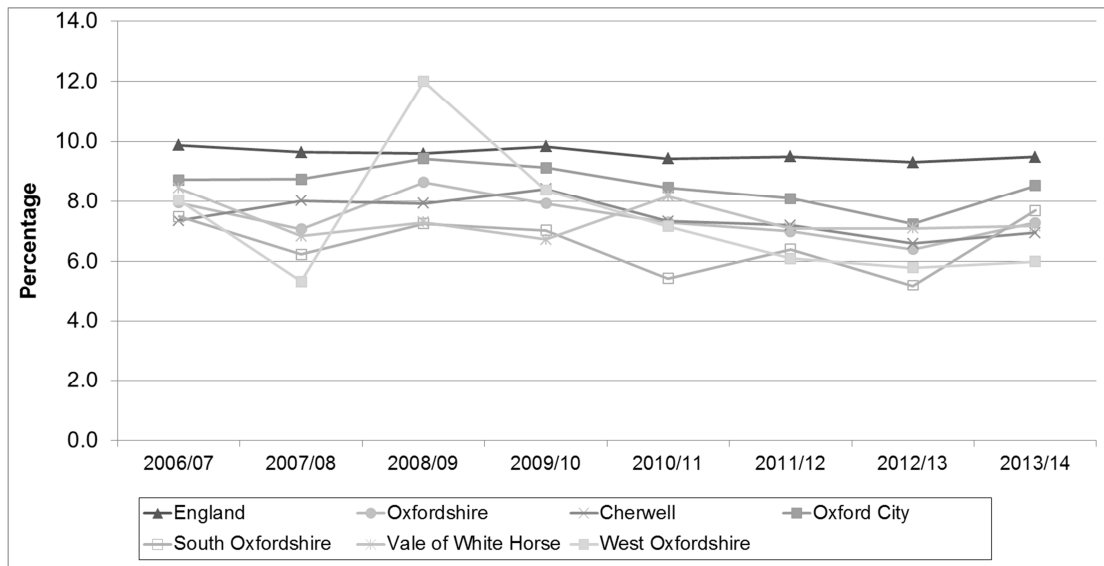
In 2014, Public Health England calculated that NHS costs attributable to overweight and obesity are projected to reach £9.7 billion by 2050, with wider costs to society estimated to reach £50 billion per year.

Obesity does not affect all equally; it is more common in children in areas of disadvantage, in women and in manual workers. It is therefore another aspect of inequality. For example, obesity levels amongst women in unskilled roles are nearly twice that of women in professional roles.

If obesity continues to increase, the knock-on effect on NHS and Local Authority budgets in terms of increasing levels of diabetes, heart disease, stroke, cancer and limited mobility will break the bank.

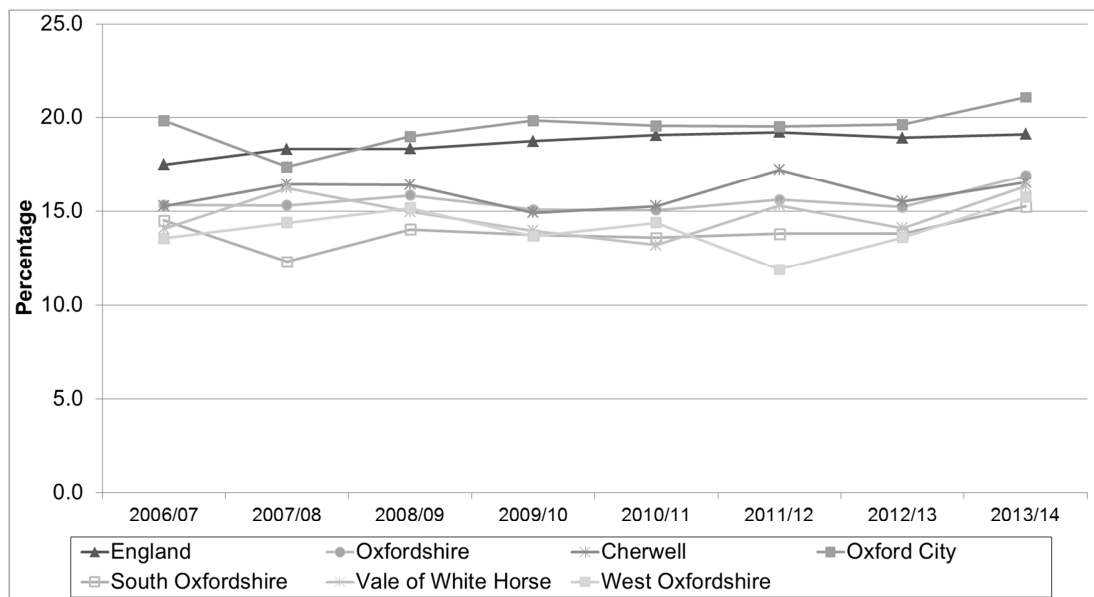
Obesity itself is the tip of the iceberg. **The average adult in this country is now classed as overweight.**

The chart below shows the picture for reception year children. Around 7% of Oxfordshire's children are already classed as obese. This is a dangerous situation as obesity in early life tends to carry through into adulthood.



Source: National Child Measurement Programme (NCMP)

There is some comfort for Oxfordshire in the figures. All Districts, except for Oxford City, have significantly lower levels of obesity than the England average (10%), at around 6% to 8%. Oxford City's figure is almost 9% and this is another inequality. By the time year 6 is reached, we see the following picture:



Source: National Child Measurement Programme (NCMP)

The position has become worse; the County average is around 17%, with all Districts except for the City at around 16%. These figures are again significantly better than the national average which stands at around 19%, but Oxford City's figure is greater than the national average at 21% - a significant inequality.

A similar picture is seen in adults and the figures are shocking. In England around 64% of adults are overweight or obese – that's more than 6 out of every 10 adults. The figure for Oxfordshire is better at around 55%, but that means that over half the adult population is overweight or obese. By the time the current cohort of schoolchildren reach adulthood the figures will be even worse.

What can we do about it? Public Health England Director Kevin Fenton summarises the issue well:

*'There is no silver bullet to reducing obesity; it is a complex issue that requires action at individual, family, local and national levels. We can all play our part in this by eating a healthy balanced diet and being more active.'*

In short we need a blend of individual, local and national action. It is said that every epidemic has its peak. It happened with the HIV epidemic, it is happening with the epidemic of smoking, but when we turn to obesity, it doesn't look like we have reached the peak yet despite best efforts. Why? The reason is simple: the factors pushing us into obesity are stronger than those promoting a healthy weight. What sort of factors am I talking about? A straightforward list follows:

- Modern lifestyles make it easy for busy people to reach for fast food or takeaways, and while the quality of these is improving, they rely too heavily on fat and are often packed with calories. They tend to push fruit and veg out of the diet.
- We like to use modern gadgets, from cars to computers to TV remote controls. This means we simply don't move about as much, even to change the TV channel, and so we don't burn the extra calories. Over months and years this all adds up.
- Children seem to be losing the culture of active play for reasons of safety and maybe because a lot of interaction now takes place on-line.
- Obesity may be becoming the new norm – when 50% or more of adults are overweight, carrying extra pounds starts to look like 'business as usual'.
- The increase in alcohol consumption over recent decades has also contributed. Beer, wine and spirits are essentially high calorie fuel and can tip the balance into overweight.

But there is a further catch. Tackling obesity is like turning the titanic. Anything we do to combat obesity takes time to have an impact. A new tool was launched recently to calculate savings from obesity programmes. Payback on investment is very real, but a programme may take 6 or 7 years to break even. After that the savings made accumulate quickly.

The message is that we need to plan for the long term and avoid stop-start interventions. Organisational change and endless re-structuring of services are the great enemy here. It

is very hard to maintain momentum and funding when organisations continually chop and change.

The solution doesn't lie in preaching and nannying. It's about swinging the pendulum back a bit. We need to make it easier to move around a bit more and change our eating patterns towards the healthy.

It isn't all doom and gloom. There are signs that the rise in obesity is slowing nationally and the prize is worth the effort. Time will tell if we have reached the high tide mark.

On an individual level things are brighter too. A reduction in 10% of body weight (no matter what the starting point) gives the following benefits, even if you do not return into a normal weight category:

- a 20% fall in death rates overall
- a 30% reduction in deaths related to diabetes
- a 40% reduction in obesity-related deaths from cancer (e.g. bowel cancer)
- a 90% decrease in the symptoms of angina
- a significant reduction in blood pressure and cholesterol levels

So, if you are say 15 stone, it's still worth it to lose around a stone and a half. This sounds like a good deal, though those who have tried will tell you it is easier to say than to do and even harder to maintain. The way to do it seems to be to plan for the long term, be a bit more active and eat a bit better.

## **What have we said previously?**

Previous annual reports have called for local action in a number of areas and all of these are being taken forward. They include:

- Bringing together all organisations to pool their efforts within single healthy weight strategy.
- Establishing a successful NHS Health Checks programme.
- Promoting breastfeeding which counteracts obesity.
- Supporting national campaigns such as 5 a day.
- Encouraging play at school through initiatives like working with London Welsh to promote tag rugby and healthy eating.
- Setting up a new 'lifestyles clinic' in the John Radcliffe to which clinicians can refer people for health advice as well as treating their illnesses.
- Targeting young people, e.g. by promoting the 'sugar swaps' campaign which tells young people about just how much sugar food contains and helping them choose healthier drinks and fruit.
- Writing to parents when their children are weighed and measured at school to let them know what the situation is.
- More than doubling the number of School Health Nurses in secondary schools to help schools work on better 'Health at School' policies.
- Working with local GPs to commission services to help weight loss, e.g. through referral vouchers to organisations like Weight Watchers and setting up services to help children lose weight with support from their families.
- Supporting the Oxfordshire Sports Partnership

- Working with the County Council team on long term transport and road planning to include purpose built cycle paths when feasible.
- Beginning to work with District Councils to connect their work on leisure centres and green spaces.
- Working through stop – smoking services to help people not put on weight after they kick the habit.

## What do we need to do next?

Essentially, we have to keep pressing on, promoting a healthy weight and building long term infrastructure **now** so that when the tide eventually turns we are ready to capitalise on it. This means we need to keep up what we are doing now but also intensify our work with schools, transport planners and District Councils to put together an improved long term plan.

This plan also needs to focus on disadvantage, putting a little more emphasis on parents and schools in areas where levels of obesity are highest. We need to plan for the long term and not be tempted by ‘stop-start’ short term plans, short term funding and one-off initiatives.

We need to talk to the NHS, including GPs, to take obesity more seriously and consider investing in a long term NHS funded obesity prevention programme to complement the work of Local Government as this will save the health service money in the long run.

## Recommendations with regard to Obesity

1. The Health Improvement Board should review its healthy weight strategy and make recommendations for a range of services, including schools, health visitors, school health nurses, hospitals, general practitioners and highway planners. The key role of District Councils should be emphasised with regard to green spaces, leisure centres, play areas and the licensing of premises.
2. The Clinical Commissioning Group should work with the new General Practice Federations and should consider commissioning innovative ways of preventing obesity using NHS funding as this will prevent health care expenditure in the long run.
3. The Health Overview and Scrutiny Committee should consider scrutinising the District Council role in the fight against obesity as part of its forward work-plan.

## Smoking tobacco

For the population overall, smoking is still the biggest risk to health and early death, as it causes many different cancers, chronic lung disease, heart disease and stroke.

The death toll can be seen by looking at deaths attributable to smoking. It is estimated that there are over 2000 deaths in Oxfordshire in a three year period attributable to smoking in the over 35s.

Admittedly Oxfordshire's figure is lower than England's, at around 230 deaths per 100,000 deaths in over 35's in a three year period compared with around 290 deaths per 100,000 for England, but the City's figure is significantly higher and closer to the England figure at around 270 deaths per 100,000.

The good news is that the health message has gained ground over the last 20 years and the overall prevalence of smoking continues to fall nationally, from around 21% of adults in 2010 to around 15% currently.

**However the figures mask an important aspect of disadvantage. Around 30% of 'routine and manual workers' smoke in both England and in Oxfordshire – that's double the average.**

Considering smoking in children, the figures show smoking levels falling from around 12% throughout the 80s and 90's to around 4% for girls and boys currently with girls smoking fractionally more.

Girls are more likely than boys to have tried smoking (23% of girls, 20% of boys) between ages of 11 and 15 years.

## **Stop-smoking services**

During the last year there has been a decline in the number of people taking up stop smoking services and Oxfordshire's figures have been the lowest in years too. It isn't clear why this is. Some say it's that there aren't as many smokers 'out there', but it may be something to do with people taking up e- cigarettes as an alternative to quitting. It is still too early to say whether these pose a threat to health.

However, we haven't let the grass grow under our feet and the County Council has just let a new and improved contract for stop-smoking services, which we hope will help to turn the corner – time will tell.

## **How Should We Move Forward?**

All organisations should do their bit.

This includes:

- Brief Advice given by GPs and Hospital Doctors and all front line NHS staff.
- Referral systems within hospitals like the innovative Oxford University Hospital Trust's health promotion clinic.
- GPs should take the opportunity to promote NHS health checks and increase the number of people taking up invitations. Brief advice to give up smoking should be given emphatically as part of all consultations.
- Midwives and health visitors and school health nurses should consider how best to take an active role.
- The Health Improvement Board should coordinate this activity.

## Recommendations re Smoking

1. The Health Improvement Board should consider reviewing the actions of all the agencies listed above in order to help more people never to start smoking or to quit.
2. The Clinical Commissioning Group and General Practice should consider how to emphatically promote the brief intervention to 'stop smoking' as a consistent part of all consultations.

## Tooth Decay

Tooth decay has been falling over the last half century, largely due to better brushing with fluoride toothpastes and more awareness of oral health in general. Also in the past decade more people have been accessing dental services.

### The current picture in children

Local data is based on national surveys whose sample size is really too small to draw firm conclusions. However, looking at the national data, we can see that tooth decay is linked with other measures of general social disadvantage and so is a further source of disadvantage 'hard-wired' into the structure of the County.

The most recent national figures (2012) show that approximately 1 in 4 of 5 year old children have active decay in their teeth with an average three decayed teeth in these children. The major sources of the sugar which causes decay in children are found in soft drinks and cereals.

### The Picture in Adults

Tooth decay has fallen in adults in England from 46% having active decay in their teeth in 1998 to 28% in 2009. The main sources of sugar in adults' diets come from cereals, soft drinks, jams and sweets.

Older adults are now keeping their own teeth into old age as the norm. The proportion of 65 to 75 year olds with their own teeth increased from just 26% in 1979 to 84% in 2009 - a significant change. As the population ages it will be important that the NHS keeps pace with this change, particularly as the number of people needing more complex dental work rises steadily with age.

### What are we doing and what should we do next?

Since the NHS reorganisation, the responsibility for oral health is split 3 ways. The NHS and Public Health England have a responsibility for dentists and more specialised surgery, while Local Government has an emphasis on prevention.

The County Council let an improved contract for prevention in 2014/15 which aims to prevent oral health problems as follows.

## Oral health promotion interventions aimed at children

The service will contribute to improving the oral health of children by providing the following child focused services:

- Running an accreditation scheme for preschool settings
- Training a wide range of professionals who work with children about the importance of oral health and the causes of oral diseases
- Working to include oral health promotion into targeted home visits by health and social care workers.
- Providing oral health information and advice for 0-5's, tailored to areas where there is a higher risk of poor oral health.
- Promoting supervised tooth brushing schemes in early years' settings and primary schools based in areas where children are at higher risk of poor oral health.
- Promoting oral health in the primary and secondary school curricula.
- Working with the School Health Nurses to promote a 'whole-school' approach to oral health in education, such as through making plain drinking water freely available, providing a choice of food, drinks and snacks that are sugar-free or low in sugar and form part of a healthier diet (including those offered in vending machines), and displaying and promoting, oral health information for parents, carers and children, including details on how to access local dental services.

## Oral health promotion interventions aimed at adults

The service will improve the oral health of the adult population by implementing the following actions:

- Delivering targeted services for adults at higher risk of poor oral health, including peer (lay) support groups.
- Training professionals who work with adults from disadvantaged populations and those who do not attend the dentist regularly, about the importance and promotion of oral health.
- Providing information about what services are available to the public and how to access them.
- Working with partners to promote oral health and oral health services in residential care homes.

## **Recommendation for Tooth Decay**

1. The Director of Public Health should monitor the new contract for oral health promotion and ensure that it targets disadvantage.

## **Drug Abuse**

There has been a sea-change in national policy about drug abuse.

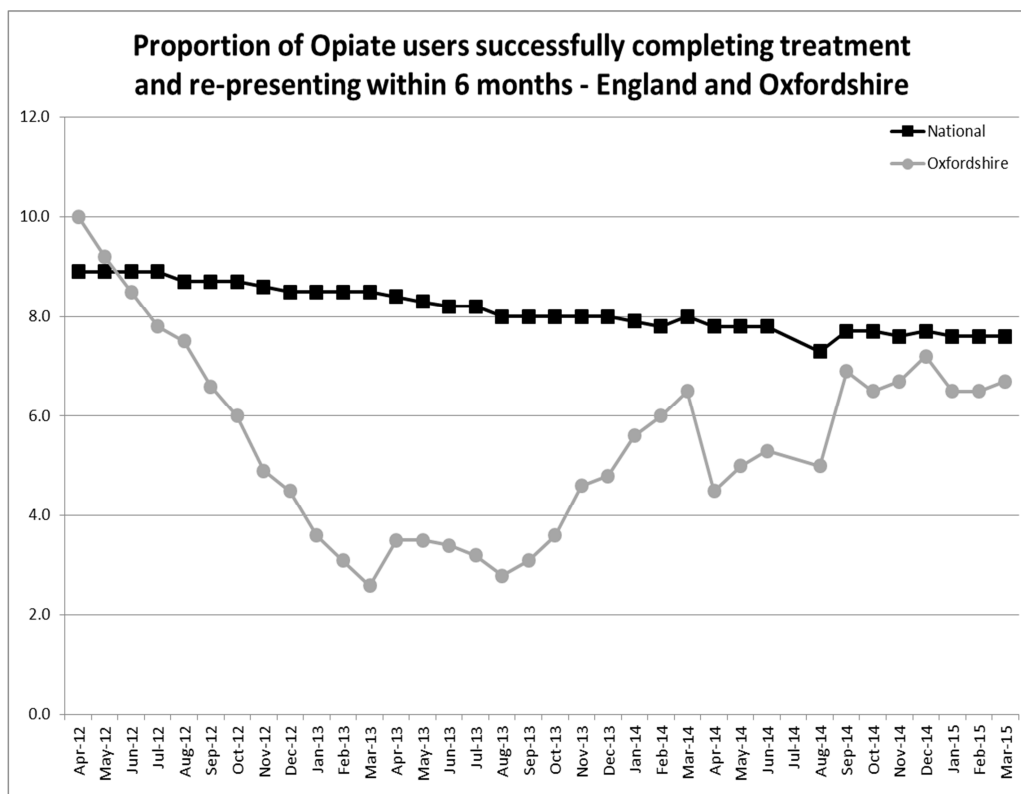
Under the old policy of minimising harm by maintaining narcotics addicts on methadone, Oxfordshire performed well. However, national policy changed a few years ago and is now

focussed on getting people off drugs altogether. Oxfordshire’s services weren’t designed to cope with this and performance declined dramatically.

The County Council took over responsibility for these services in April 2013 at a critical moment when performance was at a low, and since then has worked hard to re-vamp services to meet the new requirements. This culminated in a new and improved contract being let in April 2015 as well as new education services for secondary schools. We have worked closely with experts from Public Health England to improve the services. The results since then show that services are steadily improving and we are slowly climbing the national league table in terms of performance.

**This doesn’t mean to say that there is a crisis of drug taking in Oxfordshire, the overall prevalence is generally low, but it does mean that our services needed an overhaul if we to get more people off drugs altogether.**

The chart below shows the picture for getting people off opiates such as heroin and methadone. The same picture and trends are also true for non-opiate drug abuse such as cocaine and amphetamines.



The chart shows the decline in performance mentioned above and the recent improvement in the figures which are now close to national averages.

## **Legal Highs (officially called New Psychoactive Substances)**

I reported on this emerging threat to health last year. These are chemicals which are manufactured in labs which have are said to give you a 'high' and which are not strictly illegal. They are available on-line and in a few shops and are attractive to young people. The problem is that they can have a devastating effect on health and are largely unregulated. Deaths due to 'Legal Highs' rose nationally from 29 in 2011 to 60 in 2013.

Legal highs are manufactured to mimic other (illegal) drugs. The main effects of almost all 'psychoactive' drugs, including 'legal highs', can be described using three main categories:

- stimulants
- 'downers' or sedatives
- psychedelics or hallucinogens.

For example there is a growing market for synthetic cannabinoids – chemicals which are sprayed onto inert plant material and smoked. The effects mimic those of cannabis but the strength may be much higher, and they may also cause panic, paranoia and mental health problems.

These chemicals can be manufactured and put on the market very quickly and the number of new ones created is rising all the time. Because the market is difficult to regulate, it is difficult to know what substances or mixtures of substances they contain. This is a dangerous situation. There is a Europe-wide early warning system in place which helps to keep pace with the new drugs and keep track of them. This data shows that in 2008, 13 new substances were marketed and this rose steadily to 81 in 2013.

Recently the government made 5 of these drugs illegal, this helps, but it is swimming against the tide. The intention of the new Government to make all of these substances illegal in the year ahead will be helpful. The ban on 5 substances came into force in April 2015 and was on the recommendation of the Advisory Council on the Misuse of Drugs. The Council said that one of the five legal highs, ethylphenidate, had been available over the internet in Britain for four years. Users inject it and it is widely marketed as a "research chemical" or as a component of branded products such as Gogaine, Nopaine, Burst and Banshee Dust. This chemical is one of the most commonly encountered legal highs in Britain and is taken as an alternative to cocaine.

## **What are we doing about it and what shall we do next?**

We have been quick to take up this challenge in Oxfordshire and have prioritised work to disrupt the supply and demand of legal highs through our Alcohol and Drugs Partnership. We have:

- Convened a summit which gave a range of agencies the chance to talk about the work that was already going on and discuss what more was needed.

- Researched which local shops supply these substances and worked to ensure that the supply is drying up.
- Sent information out to young people as the term “legal Highs” may imply “safe” to those who are not well informed. Campaigns at music festivals, through social media, information through schools and colleges and signposting to helpful websites are good routes to get information out.
- Reviewed the training available for front line professionals in schools, youth settings and health services and where the gaps are. For example, people working with homeless people need to know more as use of legal highs is a growing concern.

## Recommendations re Drug Abuse and Legal Highs

1. The Directorate of Public Health should continue to lead a partnership of the many agencies involved to continually improve the performance of services for opiate, and non-opiate addiction. Services in primary care should be now be reviewed and updated as a next step.
2. The Directorate of Public Health should continue to lead a partnership to meet the emerging challenge of legal highs as new information becomes available.
3. The Community Safety Partnership, Health Improvement Board and Performance Scrutiny Committee should continue to monitor progress on these topics as a priority.

## Alcohol

Previous reports have highlighted the health problems of drinking alcohol excessively.

To summarise, these are:

- Alcohol is a causal factor in more than 60 medical conditions, including: mouth, throat, stomach, liver and breast cancers; high blood pressure, cirrhosis of the liver; and depression.
- In the UK in 2012-13, there were just over 1 million hospital admissions related to alcohol consumption.
- In 2012 there were 8,367 alcohol-related deaths in the UK.
- Males accounted for approximately 65% of all alcohol-related deaths in the UK in 2012.
- Alcohol now costs the NHS £3.5bn per year; equal to £120 for every tax payer.
- The alcohol-related mortality rate of men in the most disadvantaged socio-economic class is 3.5 times higher than for men in the least disadvantaged class, while for women the figure is 5.7 times higher. This is a serious inequality.
- In England and Wales, 63% of all alcohol-related deaths in 2012 were caused by alcoholic liver disease.

- Liver disease is the only major cause of mortality and morbidity which is on the increase in England whilst decreasing in other European Countries.
- Deaths from liver disease have reached record levels, rising by 20% in a decade.
- The number of older people between the ages of 60 and 74 admitted to hospitals in England with mental and behavioural disorders associated with alcohol use has risen by over 150% in the past ten years, while the figure for 15-59 years old has increased by 94%.

## Young People and Alcohol

Some good news: drinking alcohol among young people appears to be reducing:

- Since 2003 there has been a downward trend in the proportion of young people who say that they have ever had an alcohol drink.
- Data on alcohol consumption show a decline in risky drinking behaviour.
- The proportion of girls who have ever had an alcoholic drink (39%) is the same as boys.
- Self reports of drinking within the last week are the same for girls and boys.
- The volume of alcohol consumed by girls that drink is similar to that of boys
- The proportion of young adults aged 16-24 that are teetotal has increased in the last decade.

## Drinking in adults

Drinking trends are reducing slightly:

- Alcohol consumption in both men and women aged 16-44 has reduced between 2005 and 2013.
- Consumption of alcohol in adults aged 45 and over has remained relatively unchanged between 2005- and 2013.
- There has been a decline in the proportion of adults binge drinking at least once a week, mostly in the 16-44s.
- Trends in alcohol consumption have been more pronounced in men than women, with a larger drop in binge drinking amongst younger men and a larger increase in teetotalism in younger men.

In summary, the picture seems to be:

1. Women's and men's drinking levels are now more on a par.
2. There has been a recent welcome decline in drinking levels among young people and younger adults
3. Diseases - which are partly caused by the drinking patterns of previous decades – are still rising.

## What are we doing about it and what should we do next?

The expert view in this controversial subject is that alcohol consumption can best be tackled at national level by controlling the minimum price for a unit of alcohol and controlling marketing.

Local action taken can be summarised as follows:

The Alcohol and Drugs Partnership has prioritised reducing the harm caused by drinking too much alcohol in a Strategy published in 2014-15. Work done recently includes:

- Campaigns targeting young people who may be likely to binge drink, especially in the “party season” around Christmas.
- Promotion of Dry January – a chance to abstain from alcohol for a month and develop strategies for drinking less throughout the year.
- Pharmacy campaigns to enable people to think about how much they drink and to take some action. This work has included training pharmacists to be able to offer brief advice on drinking patterns so they can raise the questions more confidently.
- Helping adults to recognise unsafe levels of drinking as part of the NHS Health Check.
- Continuation of the work being done in the Emergency Department of the Oxford University Hospitals to follow up individuals who have been injured as a result of drinking too much and offer them advice and support.
- Supporting Street Pastor teams across the County as they give practical help as part of the Nightsafe initiatives in the City and market towns.
- Establishing new, streamlined referral routes to treatment services which include the use of a specially designed questionnaire so that GPs can discuss results with patients and make a direct referral for specialist help.

This work has to be maintained, and the focus needs to continue to shift from reactive work with binge drinkers to proactive work targeting those who are drinking regularly but at levels above the daily recommended maximum intake.

## **Recommendation re Alcohol**

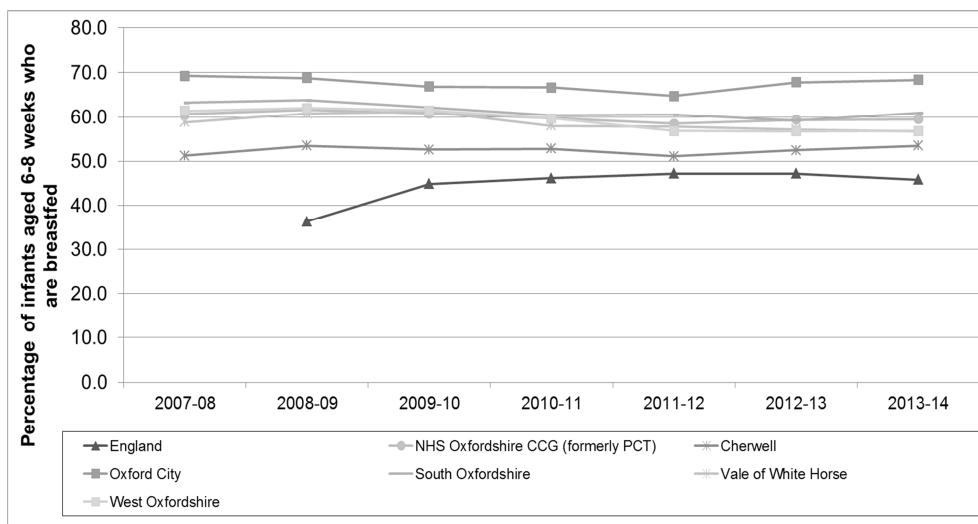
1. Continue to work across agencies to give relevant information and advice to people at risk of alcohol related harm, either through binge drinking on “high days and holidays” or by habitually drinking at harmful levels.

## **Breast Feeding**

Breastfeeding gives children a fantastic start in life. The percentage of mothers breastfeeding across Oxfordshire at 6 weeks is high (60%) compared with national levels (46%). This is a good result. Breast milk is a complete, balanced food and breastfeeding helps to prevent obesity in later life.

We have to remember however that despite best efforts, it is not possible for all mothers to maintain breastfeeding and we need to take care not to stigmatise those in this situation.

However, there are inequalities across Oxfordshire with not all mothers choosing to breastfeed their children. The chart below shows the current picture In 2013/14:



The chart shows that:

- Oxfordshire performs much better than the national average.
- The City overall does particularly well on this measure.
- Cherwell historically performs consistently poorly compared with other Districts.
- The Districts with the lowest rates are gradually 'catching up' and so this indicates a reduction in disadvantage.

## What Have We Said Before and What Should We Do About It

This has been a County priority for some years, supported by Health and Wellbeing Board targets.

We have taken steps to promote breastfeeding over the years from targeting poorly performing general practices to promoting breastfeeding as a 'cool' thing to do through the 'Be A Star' campaign.

Looking forward, we need to keep pressing on to try to buck the national trend further. The move of Health Visiting to the County Council will provide a useful opportunity for this when we specify the service in 2017.

## Recommendation re Breast Feeding

1. The current range of work should continue and should target areas of disadvantage.

## NHS Health Checks

I reported fully on the NHS Health Checks Programme (commissioned by the County Council) in last year's report. This section comprises a briefing on what the Programme is and reports on progress.

The NHS Health Check is a national risk assessment and prevention programme required by statute. It is commissioned currently from local GPs.

**NHS Health Checks specifically target the top seven causes of preventable deaths: high blood pressure, smoking, high cholesterol, obesity, poor diet, physical inactivity and alcohol consumption. It also includes the offer of information on dementia to people aged 60 and above.**

The Programme requires us to invite all eligible individuals aged 40-74 years old for the check every five years (191,372 people), which means that 20% of this age group are invited per year. The age range is set nationally because it is the most cost-effective group in which to detect preventable disease.

In Oxfordshire, the Joint Health and Wellbeing Strategy set a target for 66% of those invited for NHS Health Checks to turn up for their Checks. If we achieve 66%, based on Public Health England (PHE) modelling using the NHS Health Check Ready Reckoner, we could potentially:

- identify over 700 people who require anti-hypertensive drugs
- discover over 1000 people who require a statin
- detect over 200 cases of undiagnosed cases of diabetes and over 500 cases of kidney disease earlier, allowing people to manage their condition sooner and prevent complications
- refer over 2000 people to a weight management programme
- offer 7500 people a brief intervention to take up more physical activity
- generate over 550 referrals to smoking cessation services
- help reduce the increasing health and social care costs related to long term ill-health and disability

## What We Said Before and What We Are Doing About It

Last year we said that we would promote NHS Health Checks to raise awareness, quality assure the way GPs were delivering the Checks so as to increase uptake, and begin to look at alternative ways of deliver the Checks if we were dissatisfied with the approach from general practice.

During the last year we have carried out these tasks to good effect. GPs are responding well and we have worked hard to monitor services and spread good practice.

We have also successfully promoted the Checks in a number of ways, including reaching out to (primarily males) via events at the Kassam Stadium. The Kassam management and Oxford United and London Welsh RUFC have been a fantastic help in this and deserve our thanks.

The result is that the Oxfordshire service is currently one of the top performing Local Authorities in the region, achieving an uptake rate of 53.3% uptake in 2014/15 compared to 45.9% the previous year. As a result, we also delivered 2000 more Checks than in the previous year.

We need now to continue this approach and strive to improve performance further.

## **Recommendation re Health Checks**

1. The Public Health Directorate should:

- Continue to work with GPs to improve the uptake of the offer of a free NHS Health Check.
- Identify and engage with high risk groups to take up the offer of a free NHS Health Check.
- Launch a new results booklet for service users in GP practices. This provides a record for people of their Health Check results and also advice on local public health services.

## Chapter 6: Fighting Killer Diseases

### Main Messages For This Chapter:

1. **We need to make sure our specialist services for fighting major outbreaks of disease such as Ebola stay strong and resilient.**
2. **Infectious diseases do not go away. They simply change and return in new guises. Constant vigilance is needed to stay ahead of the curve. Good teamwork across organisations is essential.**
3. **Local Government has a key role to play in the fight against killer diseases.**

### Part 1. Epidemics: Ebola, Flu Pandemics and HIV

#### No Room For Complacency

Day to day we take our good health for granted and this can lead to dangerous complacency. It is easy to forget the importance of planning for hard times when the going is good.

Recent decades have shown that in reality we live on a knife-edge, and unpredicted and unexpected disaster can strike at any time. **The right response isn't fear and panic, it is systematic and calm planning and organising ourselves NOW so that we can fight back when the need arises.**

In recent times we have seen what new diseases could do through the emergence of HIV, virulent strains of flu and, most recently, Ebola. These crises have been managed because we constantly learn lessons and improve so that the UK response is good.

So far we have been pretty lucky in the UK. The flu pandemic proved to be milder than it might have been, and Ebola seems to be largely contained within West Africa where the effects have been devastating. The UK has played a major role in this containment effort. The military and Public Health England staff have done sterling work.

#### The need to keep emergency planning and response as a high priority

This means we need to constantly prioritise the work we do in the background day in, day out, to prepare for the worst while hoping for the best.

This is what emergency planning does, and Public Health has a key role to play.

Directors of Public Health work closely with Public Health England and the NHS across the Thames Valley to make sure that our response is up to the mark. Oxfordshire County Council has the lead role for all Councils in the Thames Valley for making sure this is done.

Relationships are good and we compare favourably with other regions.

## How Do We Keep This Work Going?

Success depends on several key elements:

- Maintaining a well-qualified and well trained cadre of Public Health specialists in Local Government.
- Constantly building and maintaining long standing relationships with opposite numbers in Public Health England and the NHS,
- Mainstreaming our plans by working with the Police, the military and many other organisations under the auspices of the Thames Valley Local Resilience Forum (LRF).
- Continually learning, planning and practising our plans.

## Recommendation re Epidemics, Ebola, Flu Pandemics and HIV

1. The County Council, all Local Government organisations and the NHS should ensure that they maintain this specialist function as a priority and ensure that emergency planning continues to receive the resources it requires.

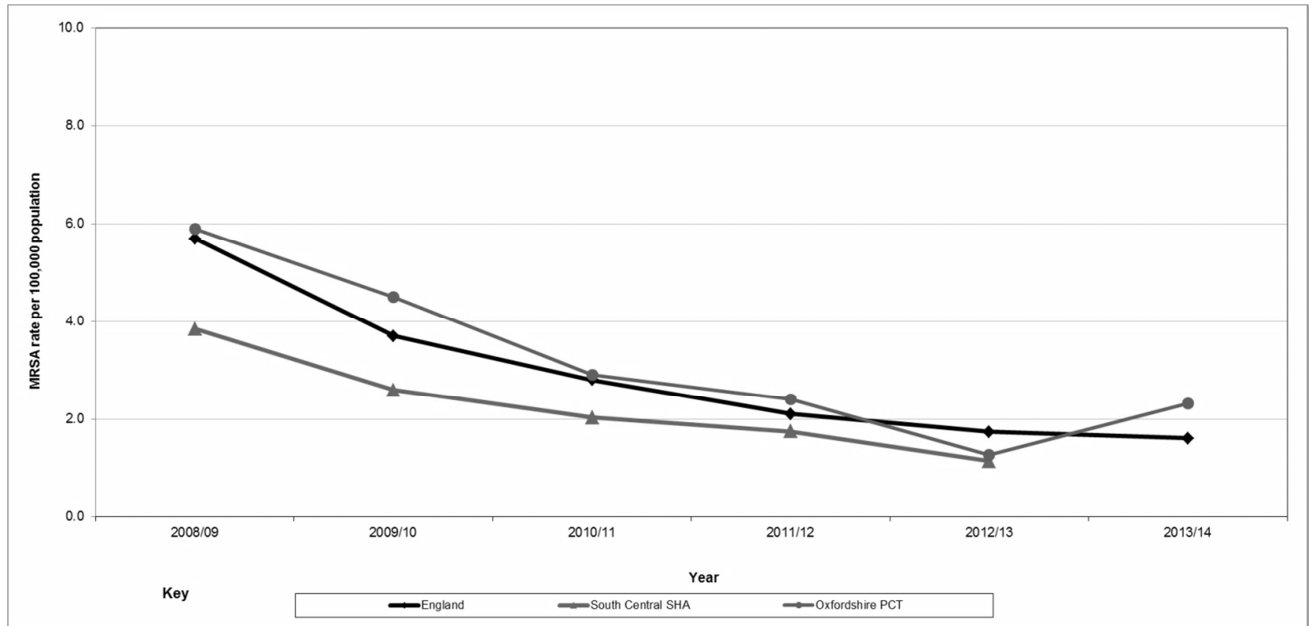
The remainder of this chapter reviews the most serious infectious diseases affecting the population of Oxfordshire and reviews recent progress.

## Part 2. Infectious and Communicable Diseases

### Health Care Associated Infections (HCAIs)

#### Methicillin Resistant Staphylococcus Aureus (MRSA)

MRSA is a bacterium found commonly on the skin. If it gains entry into the blood stream (e.g. through invasive procedures or chronic wounds) it can cause blood poisoning (bacteraemia). It can be difficult to treat in people who are already very unwell so we continue to look for the causes of the infection and to identify measures to further reduce our numbers. MRSA has fallen gradually in Oxfordshire up to 2012/13 in response to the direct measures taken by hospital and community services to combat it. Last year saw a small upturn in numbers. This needs to be monitored closely.



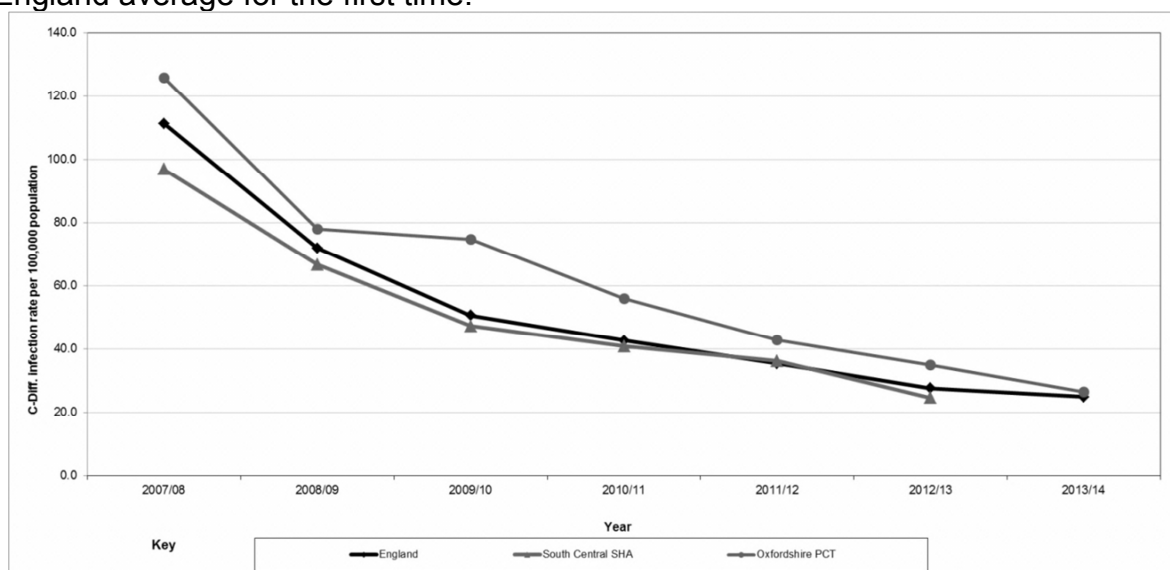
**Methicillin Resistant Staphylococcus aureus (MRSA) - crude rate per 100,000 population (2008/09 – 2013/14) England, South Central SHA and Oxfordshire**

The recent slight increase reaffirms the continued vigilance that is required by all hospital and community services to address this increase.

**Clostridium difficile (C.diff)**

Clostridium difficile is a bacterium that causes mild to severe diarrhoea which is potentially life-threatening especially in the elderly and infirm. This bacterium commonly lives harmlessly in some people’s intestines but commonly used broad spectrum antibiotics can disturb the balance of bacteria in the gut which results in the C.diff bacteria producing illness.

Last year saw good progress in combatting this disease, reaching parity with the England average for the first time.

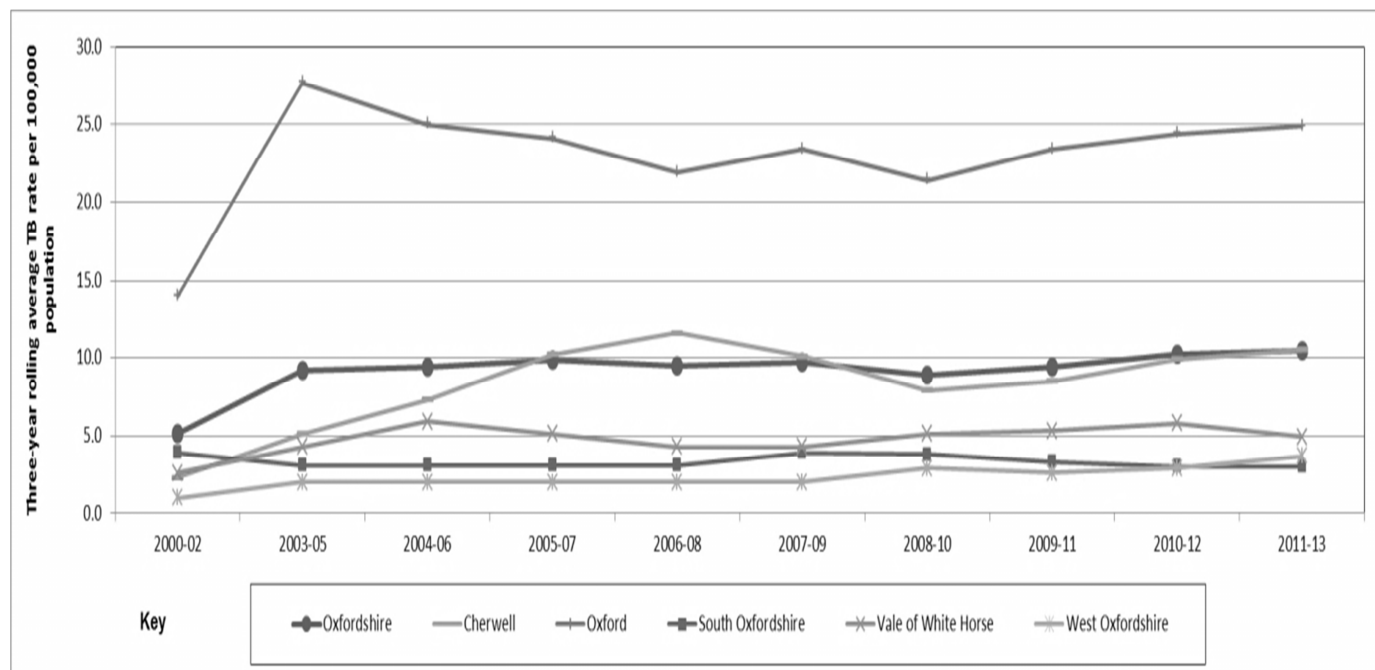


**Clostridium difficile Infection (CDI) - crude rate per 100,000 population (2007/08 to 2012/13) England, South Central SHA and Oxfordshire PCT**

**Tuberculosis (TB) in Oxfordshire**

TB is a bacterial infection caused by Mycobacterium tuberculosis which mainly affects the lungs but which can spread to many other parts of the body including the bones and nervous system. If it is not treated, an active TB infection can be fatal as it damages the lungs to such an extent that the individual cannot breathe.

In Oxfordshire the numbers of cases of TB at local authority level are very low. These are shown below. In terms of numbers of cases, the average figure per District remains below 10. Because numbers are small, a modest outbreak of TB has a big effect on the overall figures. A three-year average is given which, at district level, still remains below 10



**Tuberculosis (TB) - Rate per 100,000 population (2004 to 2012) Oxfordshire and districts within Oxfordshire**

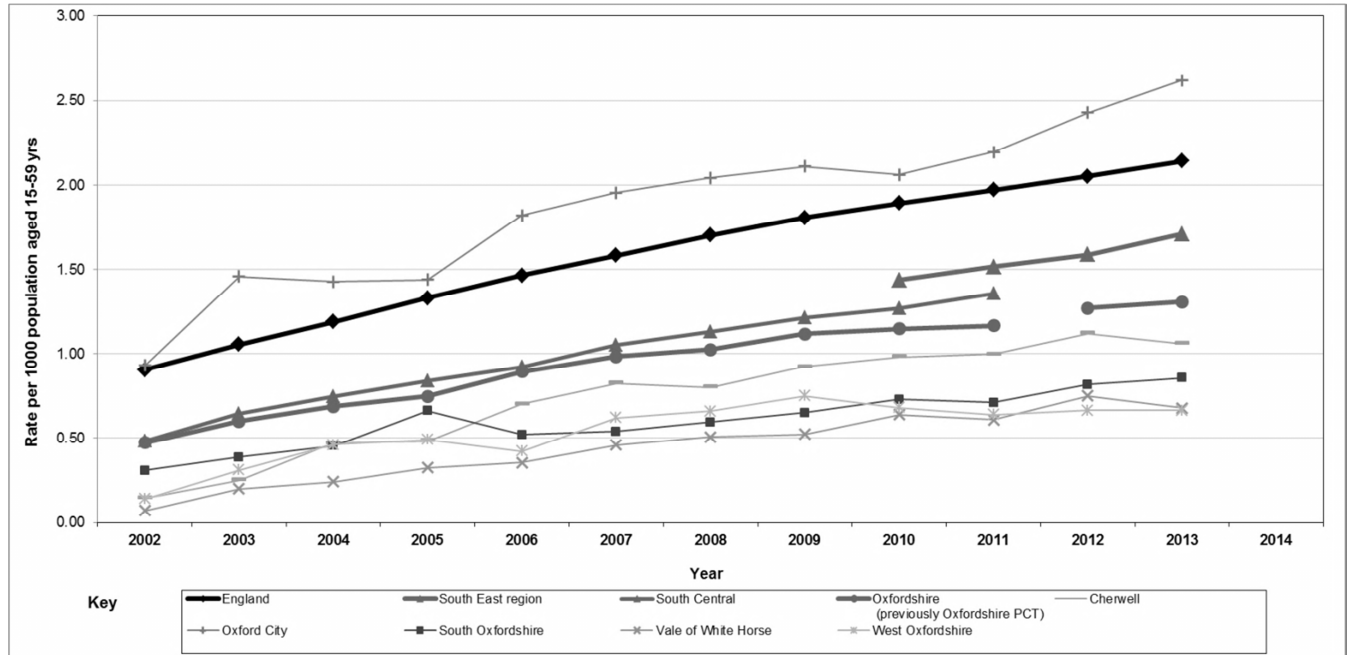
The levels of TB in the UK have been relatively stable over the past seven years. However, despite considerable efforts to improve TB prevention, treatment and control, the incidence of TB in the UK is higher compared to most Western European countries.

The rate of TB in Oxfordshire is lower than National and Thames Valley levels. In the UK the majority of cases occur in urban areas amongst young adults, those coming from countries with high TB burdens and those with a social risk of TB. This is reflected in the higher rate of TB in Oxford and Cherwell compared to other districts in the County. Given the importance of TB as a public health issue, it is one of the key priorities for Public Health England who are working to support local services to address TB in Oxfordshire.

**Sexually transmitted infections**

**HIV & AIDS**

Whilst HIV does not raise the public alarm it used to, it still remains a significant disease both nationally and locally. HIV is now a long term condition so we would expect there to be more people living with HIV long term. 2013 data shows that there are 524 people diagnosed with the infection living in Oxfordshire. 279 out of 524 live in Oxford City. This gradual increase is shown in the chart below.



**Prevalence of diagnosed HIV per 1000 population (i.e. people living with a diagnosis of HIV) aged 15-59 yrs England, South East region, Oxfordshire and Oxfordshire districts**

Finding people with HIV infection is important because HIV often has no symptoms and a person can be infected for years, passing the virus on before they are aware of the illness. Trying to identify these people is vital. We do this in four ways:

- Through Antenatal screening programmes - there are approximately 7,000 deliveries per year in Oxfordshire and 99% of pregnant women are screened for HIV, this identifies an average of 9 women as being HIV positive per year.
- Through community testing - we have 'HIV rapid testing' in a pharmacy in East Oxford as an initial step. This test gives people an indication as to whether they require a full test. The rapid test takes 20 minutes and gives fast results, although a fast tracking to the sexual health service for a full test is required to confirm diagnosis.
- Through offering a test in sexual health clinics when people attend with other diseases.

- Through prevention and awareness. Educating the local population about safe sexual practices and regular testing in high risk groups. The current contract for services ends on 31 March 2016. The Public Health Directorate are commissioning prevention and awareness services that will meet the changing needs of the local population.

Once diagnosed, the prognosis for HIV sufferers is now good, with effective treatments. HIV cannot be cured but the progression of the disease can be slowed down considerably, symptoms can be suppressed and the chances of passing the disease on greatly decreased.

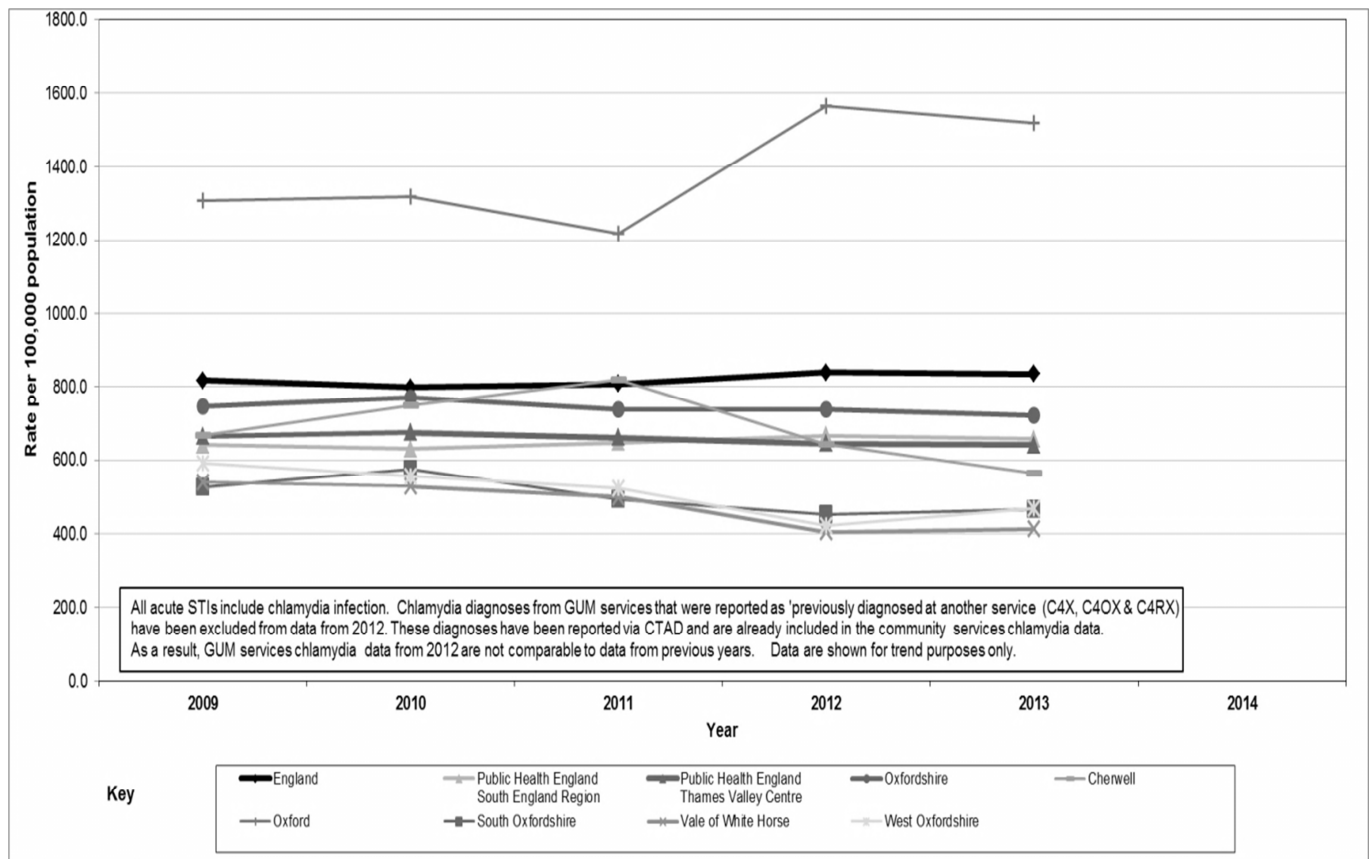
## Sexual Health

Sexually Transmitted Infections (STIs) are continuing to increase in England with the greatest number of cases occurring in young heterosexual adult men and women and men who have sex with men. STIs are preventable through practising 'safe sex'. Total rates of STIs in Oxfordshire are below the national average except in the City, which has now slightly improved on 2012 data.

The different types of STI each show a mixed picture which is generally good with County averages below the national average. This is shown in the chart below. Looking at each disease in turn gives the following picture:

- Gonorrhoea – levels are below the national average for Oxfordshire as a whole and all Districts except in Oxford City where rates are high. A detailed piece of work is in progress to find out why this is. The reason may be connected with a more sensitive test for the disease which has been introduced. The situation needs close monitoring.
- Syphilis - is falling and below national average in all areas of the County except in Oxford City.
- Chlamydia –levels are lower than national average, but we continue to have difficulties in persuading young people to come forward for testing, despite best efforts.
- Genital Warts – rates are now lower than the national average which is an improvement. Oxford City is significantly higher (reflecting the younger age group) but the trend is generally stable.
- Genital Herpes – rates are lower than national average except in the City which has higher levels. However the total number of cases in the year is small. Again this reflects the predominantly younger population in the City.

The chart below shows the overall position.



A new sexual health service began in 2014 which brought together STI and contraception services. A report on the first year of operation has shown improvements in public access coupled with better access to the 'morning after pill'. Safeguarding has also been strengthened.

In line with best practice a partnership of local stakeholders was established in February 2015. This group will work together to identify and address priorities locally to make further service improvements.

**Recommendations**

1. The Director of Public Health, the NHS and Public Health England should remain vigilant, spot the early signs of rising disease levels and continue to take action.
2. The Director of Public Health should report on killer infections and infectious diseases in subsequent annual reports.
3. The new Sexual Health Partnership should steer multiagency action to combat sexually transmitted infection.

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Division(s):

## CABINET – 21 JULY 2015

### **Compulsory Purchase Powers for acquisition of land required for delivery of a major infrastructure scheme – Harwell Oxford Entrance**

#### **Report by Director for Environment and Economy**

#### **Introduction**

1. In order to progress with the delivery of an approved major infrastructure scheme, the use of Compulsory Purchase Order (CPO) Powers for the acquisition of land required for the construction work may have to be used.
2. This report requests the delegation by Cabinet to the Director of Environment and Economy, in consultation with the Executive Cabinet member, to exercise compulsory purchase powers for the purchase of land for this scheme, in the event that this land required cannot be purchased by negotiation with landowners.

#### **Background**

3. The Council is currently delivering a programme of major infrastructure projects, to support and enable housing and economic growth in Oxfordshire. The transport network needs to operate safely and be fit for purpose, delivering the Transport Strategy set out within the council's Local Transport Plan.
4. Cabinet has previously approved the delegation of the exercising of Compulsory Purchase Powers for City Deal schemes at the 27th January 2015 meeting.
5. It has now been identified that another City Deal Scheme 'Harwell Oxford Entrance' requires additional land for construction of the improvements. It was originally expected that all land required would be available within OCC or Harwell Campus, but this has not been possible to achieve.
6. The Council's land negotiator from Carillion is working with landowners and is continuing negotiations to agree land purchase. However, there may be issues reaching agreement to enable the scheme to progress to the construction phase and achieve programme delivery. With this in mind, the ability to delegate the decision to use Compulsory Purchase Order powers to the Director of Environment and Economy, in consultation with the cabinet portfolio holder for this scheme would enable a swift response should land negotiations be proving to be unconstructive. Annex 1 shows the plan of the site, land requirements and an outline of the scheme.

## **Harwell Oxford Entrance**

7. The scheme is part of the City Deal programme and will provide improved access to Harwell Campus supporting growth at the campus and surrounding area. Improvements will benefit both motorist and cyclists.

## **Compulsory Purchase Order Processes**

8. The ability to use Compulsory Purchase Order powers should help support the land negotiations and provide a greater confidence in achieving earlier agreements without having to resort to actually having to use these Compulsory Purchase Order powers.
9. In the unlikely event that Compulsory Purchase Order powers are required, there will be the need to carry out the statutory requirements to give notice of the Compulsory Purchase Order to the land owner and to the public. If objections are received there may be a need for preparation and attendance at a Public Inquiry.
10. It should be noted that all necessary procedures, which includes legal, would be followed in the making of Compulsory Purchase Orders.

## **Financial and Staff Implications**

11. The current scheme budget estimation does not have an allowance the additional costs likely to be needed for a full Compulsory Purchase Order process. Initial costs to start the process can be met through the schemes contingency allowance. If it looks likely that the full Compulsory Purchase Order process will be necessary then it is likely the scheme budget will need to be increased or scope or scheme reduced.
12. In the event of Compulsory Purchase Order powers being exercised, it is likely to delay scheme delivery for a significant period (up to 12 - 18 months). This may in itself increase project costs.
13. There is no direct impact on staffing.

## **Equalities Implications**

14. There are no equality implications.

## **RECOMMENDATION**

15. **Cabinet is RECOMMENDED to:**
  - (a) Approve delegation of the exercising of Compulsory Purchase Order Powers to the Director of Environment and Economy, in consultation with the Executive Cabinet member for the purchase of land required for the

delivery of the major infrastructure scheme 'Harwell Oxford Entrance' as outlined in this report, in the event that the land cannot be acquired by negotiation so as to keep to the scheme programme; and

- (b) note that in so far as the whole or any part or parts of land required is not acquired by negotiation, the making of a Compulsory Purchase Order under provisions contained in Part X11 of the Highways Act 1980 for the acquisition of the land, will be progressed. This could include providing the necessary attendance, expert witness provision etc. at a Public Inquiry if required.

SUE SCANE

Director for Environment and Economy

Attachments:

Annex I – CPO Land Plan and Scheme Plan

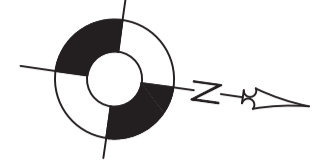
Contact Officer Richard Warren, Strategic Manager – Project Delivery

Tel: 01865 241577

July 2015

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# HARWELL OXFORD CAMPUS



PLOT No.	OWNER	REQUIREMENT	AREA OF LAND	COLOUR ON PLAN
1	UKAEA Culham Science Centre Abingdon Oxfordshire OX14 3DB	TITLE	997sq. m.	PINK
1A	UKAEA Culham Science Centre Abingdon Oxfordshire OX14 3DB	LICENCE	2853 sq. m.	BLUE
2	NICHOLAS GEOFFREY LAY and MARGARET BRIGID LAY Manor Farm West Hagbourne, Oxon OX11 0ND	TITLE	1187 sq. m.	PINK
2A	NICHOLAS GEOFFREY LAY and MARGARET BRIGID LAY Manor Farm West Hagbourne, Oxon OX11 0ND	LICENCE	693 sq. m.	BLUE
3	JOHN ALBERT WOOD 1 St Michaels Way, Steventon Abingdon Oxon OX13 6BA	TITLE	181 sq. m.	PINK
3A	JOHN ALBERT WOOD 1 St Michaels Way, Steventon Abingdon Oxon OX13 6BA	LICENCE	127 sq. m.	BLUE

Drawing No. S-001011-FEA-000-010 Revision 0

- LAND TO EAST TO BE PURCHASED
- LAND TO EAST TO BE LICENSED

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project Title  
**SCIENCE VALE UK  
 HARWELL OXFORD ENTRANCE**

Drawing Title  
**LAND REQUIREMENTS  
 FOR  
 CPO ACQUISITION**

Drawing Status  
**FEASIBILITY**

Scale @ A2	Drawn by	Checked by	Approved by
1:500	JETB		

Date drawn	Date checked	Date approved
11.06.15		

Customer Project No. & File Ref. S-001011  
 Drawing No. S-001011-FEA-000-010 Revision 0

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Drawing No. S-001011-PRE-000-003 Revision 0

- KEY**
- CARRIAGEWAY
  - EXISTING SHARED USE FOOTWAY/CYCLEWAY
  - PROPOSED FOOTWAY TO FACILITATE NEW BUS STOP ARRANGEMENT
  - PROPOSED CYCLEWAY BYPASS AROUND THE ROUNDABOUT
  - PROPOSED SHARED USE FOOTWAY/CYCLEWAY
  - PROPOSED UNCONTROLLED CROSSING POINT
  - PROPOSED SEPARATION/REFUGE ISLANDS
  - GRASS/VERGE AREA
  - PROPOSED STREET LIGHTING COLUMN
  - EXISTING TREES
  - EXISTING CARRIAGEWAY OUTLINE

**NOTES:**

1. THE COLOURS USED ON THIS DRAWING ARE FOR ILLUSTRATIVE PURPOSES ONLY, TO SHOW HOW THE ROAD SPACE MAY CHANGE

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**HARWELL OXFORD ENTRANCE (A4185/THOMSON AVENUE ROUNDABOUT)**

**PROPOSED LAYOUT**

**PRELIMINARY**

Scale @ A2	Drawn by	Checked by	Approved by
1:500	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref. S-001011

Drawing No. S-001011-PRE-000-003 Revision 0

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## CABINET - 21 JULY 2015

### BUSINESS MANAGEMENT AND MONITORING REPORT QUARTER 4 2014-2015

Report by Head of Policy, Maggie Scott

#### Introduction

1. This paper provides details of performance for quarter four (January – March 2015) for Cabinet to consider. Performance dashboards are included at Annex 1 for information and discussion.
2. The **key achievements** this quarter are;
  - The number of delayed transfers of care that are the responsibility of social care have reduced by almost 600 days per month since the same period last year.
  - The number of eligible people on self-directed support has remained consistently above-target all year.
  - The number of looked after children visits completed on time has remained above target despite rising demand.
  - Recently published Ofsted statistics show that Oxfordshire performs above both national and statistical neighbour averages for the proportion of both primary and secondary schools judged as good or outstanding.
  - All £21 million of the City Deal money has been spent against the agreed indicative spend profile.
  - Customer satisfaction rates for services delivered through the property and facilities contract with Carillion have remained above target levels.
3. The **key issues** this quarter remain largely the same as in quarter three. Cabinet are asked to take particular note of these issues;
  - Of significant concern within adult social care is the fact that providers are unable to meet the demand for social care. This issue was first identified in December 2013 (Q2 2013/14). This has contributed to an inability to improve the numbers of people who are considered delayed transfers of care. It has also contributed to the low number of people accessing reablement services and the waiting times to deliver care packages (section 4.2). These three issues have been raised on a quarterly basis since Q1 2013/14.
  - There continues to be a high demand for children's services. This is particularly evident in the number of looked after children placed out of county and in the timeliness of visits and reviews with children on child protection plans (paragraph 4.3.1; 4.3.2).
  - High persistent absence and exclusion rates in secondary schools, particularly amongst looked after children (paragraph 4.3.4).

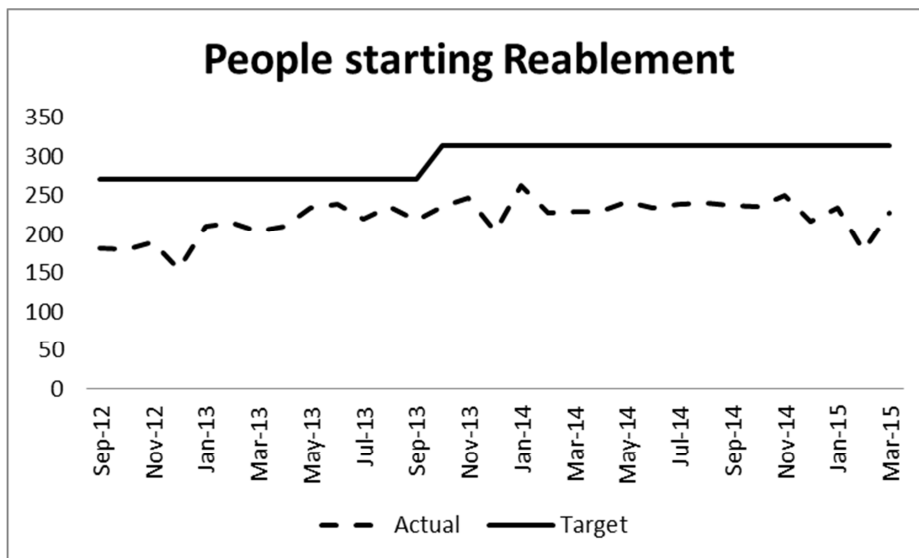
- Continuing low percentage of S106 monies identified in the confirmed capital programme (paragraph 4.4.1).
- Calls within the customer service centre are being answered more slowly, largely due to staff reductions (paragraph 4.4.3).
- Continuing decrease in fire stations availability for emergency response 100% of the time (paragraph 4.5.2).
- All Public Health indicators are below target (section 4.6).

### Key Performance Issues

4. This section discusses the key performance issues that arise from the performance dashboards. The dashboards can be found in Annex 1.

#### Adult Social Care

5. The number of people accessing **reablement** remains significantly below target. In previous quarters the root cause has been the low number of referrals from home. This quarter the number of referrals from acute hospital has also reduced, exacerbating the problem. Several initiatives have been set up to increase referrals from home and the service is working with the acute hospitals to reverse the recent reductions. However, work to improve referrals has yet to yield expected results.



There is also concern that 29% of people are waiting more than five days for their reablement service to start. It is likely that this delay is related to the high number of people who remain in the service once their reablement is complete, while they wait for their long term packages to start. Dedicated staff roles have been created to assess and review clients in order to improve timeliness targets. The two different providers of reablement services have also been asked to redesign the service into an integrated Support and Recovery at Home service, which is expected to increase capacity by 50% over the next year.

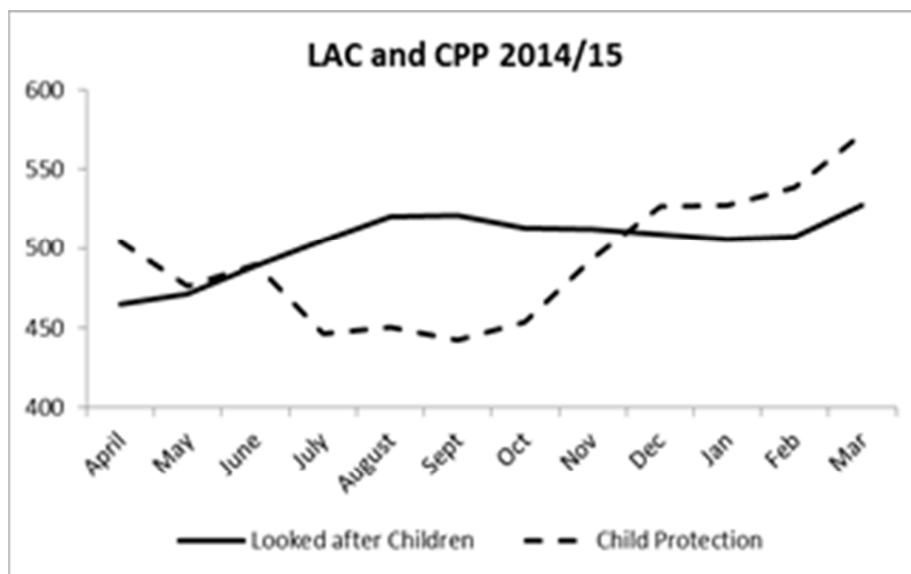
6. Although the number of **delayed transfers of care** that are the responsibility of social care alone are close to target and continue to improve, the number of delayed transfers that are the responsibility of both social care and health has risen again this quarter. This is now at a rate of almost twice the target and a rate similar to the same period last year. This performance should be viewed in the light of significant resources being invested to reduce delays, as part of the Delayed Transfers of Care Plan. Patient Choice is often a factor in lengthening delays in hospital discharge, but the delays are also extended as a result of the problems occurring within the reablement service and home care providers.
7. With the exception of the Christmas period, the number of people on the **assessment waiting list** has fallen since October 2014, but remains higher than at the end of the previous year. People on waiting lists continue to be assessed and allocated based on presenting risk. Managers continue to meet monthly to review waiting lists and associated action plans in order to reduce lists further. Work is on-going to review work practices and to replace IT systems to make them more efficient. These changes will be implemented in the summer of 2015 and will ensure people are assessed in a timelier manner.
8. The average time for agencies to start **care packages** has risen this quarter, by an extra day. This is now 4 days above a target of 7 days, and has been steadily increasing over the past year. The new block contracts, which began in November, have been an insufficient solution to the problem. This is because they only place pick-up time targets on providers up to the level of their guaranteed contractual hours. Providers have been delivering a substantial amount of care in excess of their guaranteed contractual hours. These additional hours do not have to be delivered within the same time constraints. Cabinet may wish to consider how the block contracts could be further developed to reduce the average time taken for agencies to start care packages.
9. Underpinning all these issues is the fact that providers are unable to meet the demand for social care, mainly as a result of difficulties recruiting and retaining staff. This is becoming a significant issue for Oxfordshire. Projections indicate that, over the next ten years, the county's social care workforce will need to increase by 750 jobs each year just to keep pace with increased demand for care and support in Oxfordshire. The overarching workforce priorities for adult social care in Oxfordshire are to build capacity and increase capability. The workforce programme has focused on a number of activities during 2014/15. These include: making better use of assistive technology, providing training tailored to specific needs, developing values-based recruitment initiatives, and developing a comprehensive strategy and action plan for the adult social care workforce.
10. The delivery of some of the above activities will continue into 2015/16. The Council will be working in partnership with Oxfordshire Clinical Commissioning Group and Oxfordshire Association of Care Providers to identify resources to deliver the 2015-18 workforce strategy and implementation plan, for which a

public consultation has recently ended. The Performance Scrutiny Committee has recently scrutinised the reablement contract, where the Workforce Strategy was cited as the key solution for some of the issues. The committee are due to further scrutinise the Strategy in January 2016 and will be able to consider the impact of the action plan across all of adult social care. Additionally there are several questions that Cabinet may wish to consider:

- How will the Workforce Strategy provide the required workforce numbers and quality?
- Is there any benefit in accelerating the work?
- What level of corporate oversight of this piece of work is appropriate, to provide assurance that it will deliver expected results?

### **Children Education and Families**

11. **Demand** in children's social care continues to rise. The number of children looked after and on a child protection plan have both increased by 13% in 2014/15 in Oxfordshire. This has impacted particularly on the number of child protection reviews and child protection visits being completed on time, both of which are currently below target. However, the number of looked after visits being completed on time is well within the target of 90%, all child protection and looked after cases have an allocated social worker, and the number of repeat child protection plans has been brought down significantly throughout the year.



12. A significant impact of increased demand is that the number of looked after children **placed out of county** has continued to increase. It is now 50% higher than the target. The ongoing Placement Strategy to provide more children's homes and recruit more foster carers within Oxfordshire will help to mitigate this in the long term. In the short term, the Family and Placement Support Service is providing support to cover family breakdown and to prevent young people from coming into care in an unplanned way.

13. Oxfordshire continues to perform above the national and statistical neighbour average for **good/outstanding primary and secondary schools**. However, despite this, the number of schools that are outstanding remains below target. The number of schools judged inadequate is currently at 4, which is above target but is significantly lower than this time last year when there were 10 inadequate schools.
14. The secondary school **persistent absence and exclusion rates** remain a concern. Persistent absence rates dipped during the year but have now returned to their 2013/14 levels. The looked after children persistent absence rate is also particular concern, rising significantly this quarter. This is concerning, not only because of the potential impact on educational attainment, but also on the potential safeguarding risk of this already vulnerable group of learners. The absence of looked after children is monitored on a daily basis, with individual support provided where necessary.

### ***Environment & Economy***

15. The amount of s106 money held, the use of which is identified in confirmed programmes, is still well below target at 37.5%, although it is currently at the highest rate it has been all year. The Council currently holds £79.55m in S106 contributions and out of that amount, £29.87m allocated to schemes is in the current confirmed capital programme. A significant portion of the remaining £49.78m will be used against future capital schemes yet to appear in the programme. The value S106 funding commitments in the current capital programme totals £102.61m (Capital Programme Feb 2015). The reason we do not yet hold all of this money is that developments due to make the payments have not yet reached the stages which would trigger the requirements to pay. The Performance Scrutiny Committee are due to examine the s106 processes in June 2015.
16. Performance in relation to apprenticeship placements, across a wide range of industries, appears to be poor. The indicator has been rated as amber, as most of the data for the 2014/15 financial year is still inaccessible, and a positive end of year position cannot be confidently predicted. Funding from the Skills Funding Agency is still being used for initiatives to increase take-up of apprenticeships by running publicity campaigns and promoting them to young people in schools as well as targeting parents and employers. Other activities are also being procured from external providers.
17. Performance of the speed at which calls are answered, within the customer service centre, has dropped below target for the first time this year. The last quarter has been particularly challenging for a number of reasons including seasonal increases in demand across the Social and Health Care Team and Highways Team. The Social and Health Care Team has also suffered from high staff turnover, the impact of which was heightened by a recruitment freeze. Interim measures have been implemented to increase staffing levels. In the longer term, the Social and Healthcare Team within the customer

service centre will be reviewed alongside the wider localities restructure and MASH implementation.

18. 42,917 properties now have access to super-fast broadband. This is below the original target of 48,942, but the reduction came from an OCC-instigated project change request that limited the coverage BT could achieve this year. The purpose of the change request was in recognition of the fact that some villages had been planned to have small cabinets installed. OCC considered the demand for broadband in these villages would exceed the cabinet capacity and elected to install the larger cabinets to ensure demand did not exceed capacity. The reduction in the target for this year will be rolled over the target for next year.

### **Oxfordshire Fire & Rescue Service**

19. Performance in the Fire and Rescue Service has generally been good. It has performed consistently well against its targets to save lives, save the economy money and provide safety advice to citizens.
20. There has been a further small reduction in fire stations' availability for emergency response. Operational resource availability has been an on-going challenge; however the overtime ban has now been lifted and a proposed bank system to cover short terms absences is about to commence which is aimed at improving availability. The effective use of resilience crews has assisted in improving response times particularly in areas outside of Oxford City, with annual response time targets steadily improving with all targets being met for 2014/15. Overall the target of attendance times is the more important factor and this is now being exceeded over the year through more targeted recruitment and retention of operational on-call staff and more flexible working of full-time operational resources across the entire county.

### **Public Health**

21. Although some data is not yet available overall performance on all public health success indicators is below target. However, Oxfordshire is well ahead of the national average in terms of the percentage of primary school **children classified as obese**. and obesity is low (16.9% compared with 19.1%). Obesity is everyone's business and all individuals, families and organisations have a role to play. The target set is deliberately ambitious to encourage partners such as schools and District councils to continue to play their part.

**Figure 1: Percentage of primary school children classified as obese**

	Target	England	South East	Oxfordshire 06/07-13/14 Lowest-highest	Actual 2013/14
<b>Reception</b>	<7%	9.5%	8.0%	6.4%-8.6%	7.3%
<b>Year 6</b>	<=15%	19.1%	16.4%	15.1%-16.9%	16.9%

In order to reduce the prevalence of obesity public health are working with a range of agencies, through the health and wellbeing board. The activity being undertaken includes: implementing the healthy weight strategy; developing a public health agenda in schools through school health nursing service; supporting the Oxfordshire Play Association to encourage physical activity in young children; and working with London Welsh to promote sport in schools. 72 classes across Oxfordshire will have been through the 6 week programme by the end of the school year

The Council has a specific responsibility is to ensure that child measurement is carried out in order to enable population surveillance, in relation to childhood obesity. Last year the council re-tendered the contract to provide this service and included an incentive payment to increase coverage. The increased percentage in year six coverage equates to an additional 1000 children being measured. Overall, the council performs well in terms of the coverage within the child measurement programme, see below table.

**Figure 2: Percentage of children measured as part of National Childhood Measurement Programme**

	Target	England	Actual 2012/13	Actual 2013/14
Reception	90%	94%	93.4%	96.9%
Year 6	90%	94%	90.2%	95.6%

22. Uptakes of **health checks** have improved this quarter, although remain below target for the year. Despite this, Oxfordshire currently has the best performance on health checks in the region and outstrips national performance. The council pays general practices to carry out these checks and the target is set ambitiously high (65%) to get the best performance from general practice and so give the people of Oxfordshire the best value for money.

**Figure 1: Cumulative % of the eligible population aged 40-74 who received an NHS Health check 2014/15 (Q1-Q3)**

	Oxfordshire	Thames Valley	England
Health Check Uptake	48.3%	47.5%	46.4%

Plans are in place to further improve uptake rates and include:

- Working with all practices to ensure that they actually offer and deliver health checks proactively. This has increased the number of practices delivering health checks particularly in the city, where historically some practices had very little activity.
- Running a quality assurance (QA) process of all practices, leading to training has to improve risk recording and risk communication in relation to cardiovascular disease.
- A range of advertising campaigns.

23. There has been a national trend for **smoking cessation**, which has shown a 20% fall in successful quitters across the board in 2014/15. The numbers of smoking quitters in Oxfordshire appear to be following this trend. An ambitious new contract has been let from the 1st April 2015 and is expected to deliver improvements.
24. The Council inherited the **drug rehabilitation and treatment** service from the NHS at a point where performance was very poor indeed. Since the service has been under Council management it has been completely overhauled. As a result, performance is unlikely to reach target levels but is steadily improving. As part of this programme of improvement, the main contract has been re-let for adult services and started on the 1st April 2015. The target has been kept deliberately high as a statement of ambition and to show our commitment to service improvement.

**RECOMMENDATION**

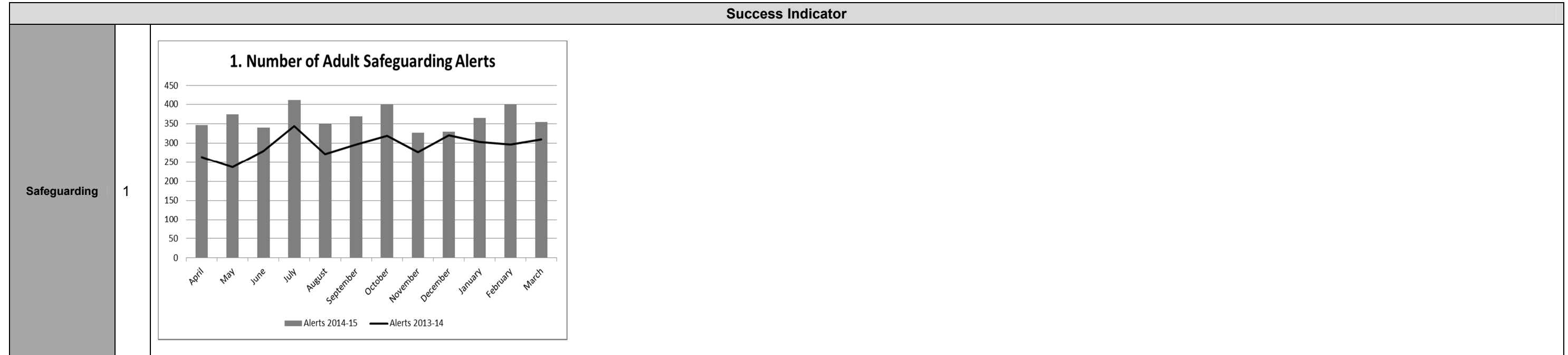
25. **Cabinet is RECOMMENDED to note and discuss the performance reported in the dashboards.**

MAGGIE SCOTT  
HEAD OF POLICY

**Contact Officer:** Eira Hale, Policy and Performance Officer x3969

ANNEX 1

ADULT SOCIAL CARE



		Success Indicator	Target	Cumulative Target Y/N	2013/14 Year End Position	Q1	Q2	Q3	Q4	RAG Rating
Page 331	2	Reduce the number of older people permanently placed in a care home and funded by the local authority to 10.5 per week or fewer ( <i>Better Care Fund Metric</i> )	546	Y	626	172	324	445	598	A
	3	Increase the number of older people supported in the community with a personal budget for long term care ( <i>Better Care Fund Metric</i> )	2,348	N	2,122	2,355	2,341	2,275	2,260	A
	4	Increase the number of Extra Care Housing units provided	768	Y	512	512	512	512	714	A
Personalisation	5	Maintain the high level of eligible people on Self-Directed Support	80%	N	80%	81%	82%	83%	83%	G
	6	Increase the proportion of people using social care who receive a direct payment	1,525	N	1,387	1,396	1,400	1,481	1,469	A
Reablement Services	7	Maintain the high proportion of service users who have had a review in the last 12 months	75%	N	75%	75%	78%	73%	75%	G
	8	No one will wait more than 5 days for their reablement service to start	0	Y	29%	34%	26%	23%	29%	A
	9	Number of people accessing reablement	3750 (10 people per day)	Y	2759 (10 people per day)	703 (8 people per day)	1416 (7.8 people per day)	2121 (7.7 people per day)	2760 (7.6 per day)	R
Delayed Transfer of Care	10	Reduce delayed transfers that are the responsibility of social care ( <i>Better Care Fund Metric</i> )	1064 days per month (35 people per day on average)	Y	1703 days per month (56 people per day on average)	1040 (34 people per day)	1134 (37 people per day)	1130 (37 people per day)	1118 (37 people per day)	A
	11	Reduce delayed transfers that are the responsibility of both social care and both (social care & health) ( <i>Better Care Fund Metric</i> )	408 days per month (13 people per day on average)	Y	782 days per month (26 people per day on average)	685 (22 people per day)	707 days (23 people per day)	690 days (23 people per day)	801 days (26 people per day)	R

ADULT SOCIAL CARE (CONTINUED)

Success Indicator		Target	Cumulative Target Y/N	2013/14 Year End Position	Q1	Q2	Q3	Q4	RAG Rating		
Waiting Lists	12	Reduce the number of people not receiving a service who are waiting for more than 28 days for an assessment	<p>12. The number of people not receiving a service who are waiting for more than 28 days for an assessment</p>		N	270	429	509	454	334	A
	13	For packages in the community, reduce the average time for an agency to start care from referral	7 days	Y	9 days	10 days	11 days	11 days	12 days	R	
Support to Carers	14	Increase the number of carers known and supported through Council funding	17,000	N	15,474	15,723	15,843	16,039	16,265	A	
	15	Increase the number of carers accessing emergency support through Council funding	3,880	N	3,234	3,346	3,440	3,571	3,701	A	
Providing Information to all	16	1800 people to receive information and advice about areas of support as part of community information networks in 14/15	1800	Y	New measure	466	n/a	n/a	25,654	G	

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Success Indicator	Target	Financial Monitoring Report position at end of December 2014	On Target	Notes	
17	Actual expenditure for Adult Social Care and Joint Commissioning is in line with the latest agreed budget	< 2.0% of net budget	+£1.458m or +0.8%	Yes	Includes an overspend of £4.255m on the Council's share of the Learning Disability Pooled budget plus a further +£0.513m overspend carried forward from 2013/14. One-off funding held in the Older People and Equipment Pooled Budget Reserve and Public Health Reserve has been used to support the in – year position. The on-going effect has been addressed as part of the 2015/16 Service & Resource Planning process.
18	Actual expenditure Fire and Rescue, Emergency Planning and Community Safety is in line with the latest agreed budget	<2.0% of net budget	-£1.287m or -4.5%	Yes	Includes an underspend of - £0.518m on the Retained Firefighters budget and - £0.319m on Community Safety.
19	Actual Pooled Budget Reserves as at 31 March 2015	-	£3.505m	-	£1.000m from the Older People's Pooled Budget Reserve and £0.500m from the Physical Disabilities Pooled Budget Reserves has been used to meet in year pressures in the Learning Disabilities Pooled Budget. Includes a contribution of £0.660m to cover the on-going costs in 2015/16 from Delayed Transfers of Care schemes. The balance is fully committed for use in 2015/16 and beyond.
20	Other Directorate Reserves (as at 31 March 2015)	-	£0.325m	-	Fire Control and other Fire & Rescue and Community Safety Reserves.
21	Number of 2014/15 budget virements requested requiring Council approval as they were a change in policy	-	-	-	
22	Planned savings for 2014/15 assumed in the MTFP have been achieved	100% achieved	92% expected to be achieved	No	A saving of £1.061m (S16) relating to the Learning Disabilities Pool has not been achieved. The impact has been managed within the overall outturn position for 2014/15. The on-going effect has been addressed as part of the 2015/16 Service & Resource Planning process.

CHILDREN EDUCATION & FAMILIES

Success Indicator										
Keeping Children Safe	1	Number of referrals to children's social care – broken down by referring agency								
		<b>Success Indicator</b>	<b>Target</b>	<b>Cumulative Target Y/N</b>	<b>2013/14 Year End Position</b>	<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>	<b>RAG Rating</b>
	2	Reduce the proportion of children who become subject to a second or subsequent plan within 24 months of end of a previous plan	9%	Y	9.3%	15.1%	7.5%	5.7%	6.0%	G
	3	No child protection plan cases without an allocated social worker	0	N	0	0	0	0	0	G
	4	No looked after children cases without an allocated social worker	0	N	0	0	0	0	0	G
Page 333	5	At least 98% of child protection reviews completed on time	98%	Y	96.9%	99.1%	96.30%	93.6%	95.3%	A
	6	90% of visits to children on child protection plan completed in line with the plan and within the Council's 28 day standard	90%	N	82.3%	83.3%	81.70%	83.1%	79.9%	A
	7	90% of visits to looked after children completed in line with the plan	90%	N	88.5%	90%	91.6%	94.5%	92.5%	G
	8	% of children who go missing from home on two or more occasions	No target set monitoring only	Y	15.3%	9.7%	15.7%	17.1%	19.0%	No target set. Trend monitored by OSCB
	9	Number of children subject to both child protection plans and being looked after	No target set monitoring only	N	23	27	20	20	33	No target set monitoring only
	10	Number of children adopted as a percentage of all children who ceased to be looked after								
	11	No more than 50 children placed out of county and not in neighbouring authorities	50	N	51	69	80	65	74	R

## CHILDREN EDUCATION &amp; FAMILIES (CONTINUED)

Success Indicator			Target (for 14/15 academic year)	Cumulative Target Y/N	Year End Position (for academic year 13/14)	Q1	Q2	Q3	Q4	RAG Rating
Raising Attainment	12a	% of children attending primary schools judged good or outstanding by OFSTED	86%	Y	82%	78%	79%	82%	84%	A
	12b	% of children attending secondary schools judged good or outstanding by OFSTED	85%	Y	82%	85%	85%	82%	86%	A
	12c	% of children attending special schools judged good or outstanding by OFSTED	83%	Y	81%	81%	81%	83%	83%	G
	13	Number of schools judged inadequate by OFSTED	1	Y	6	11	6	3	4	A
	14	% Children's Centres that are judged good or outstanding by OFSTED	80%	Y	75%	75%	76%	76%	76%	A
Closing The Gap	15a	Primary school persistent absence rate	1.9%	Y	2%	2.9%	2%	5.6%	2.4%	A
	15b	Secondary school persistent absence rate	<6.2%	Y	6.2%	6.9%	6.2%	6.2%	7.3%	R
	16a	Primary Schools - Number of Permanent exclusions	<9	Y	10	9	9	supressed	supressed	A
	16b	Secondary Schools - Number of Permanent exclusions	<19	Y	19	13	13	5	17	R
	17a	Primary Schools - Number of Fixed Term exclusions	<496	Y	496	413	424	50	178	G
	17b	Secondary Schools - Number of Fixed Term exclusions	<2072	Y	2072	1635	2529*	253	1013	R
	18	Proportion of young people Not in Education, Employment or Training (NEET)	<4%	Y	4.7%	4.4%	6%	3.7%	3.6%	G
	19	Proportion of young people whose NEET status is 'not known'	<5%	Y	11.8%	5.4%	47.6%	7.8%	5.2%	A
	20	Reducing rate of first time entrants to criminal justice per 100,000 10-17 year olds	<24.7	Y	24.7	25.3	Data not available	Data not available	Data not available	Data not available
	21	Looked after children overall absence rate	3%	Y	4%	3.3%	3.6%	3.9%	4.2%	A
22	Looked after children persistent absence rate	3%	Y	4%	5.3%	5.3%	6.3%	5.6%	R	
23	% Troubled Families officially turned around according to national measure	80%	Y	55%	N/A data recorded every 6mths	100%	96%	N/A data recorded every 6mths	G	

Success Indicator			Target	Financial Monitoring Report position at end of December 2014	On Target	Notes
Financial Performance	24	Actual expenditure for Education & Early Intervention is in line with the latest agreed budget	<2.0% of net budget	£0.942m or -1.9%	Yes	Includes +£1.326m overspend on Home to School Transport. The on-going effect has been addressed as part of the Service & Resource Planning process.
	25	Actual expenditure for Children's Social Care is in line with the latest agreed budget	<2.0% of net budget	+£2.475m or +4.9%	No	Includes an overspend of +£1.627m on external placements due to an increase in the number and cost of support days. (*) This position includes the release of £2.751m of corporate contingency agreed by Council on 4 November 2014. The underlying overspend on placements is +£4.429m. The on-going effect has been addressed as part of the 2015/16 Service & Resource Planning process.
	26	Actual expenditure Children, Education & Families Central costs is in line with the latest agreed budget	<2.0% of net budget	+£0.089m or +1.5%	Yes	
	27	School Reserves (as at 31 March 2015)	-	£21.919m	-	Includes £5.9m new school set up fund which will be used to address expected budget pressures in future years for pupil growth, or basic needs revenue funding for the creation of new schools and academies.
	28	Directorate Reserves as at 31 March 2015	-	£4.156m	-	This position includes a contribution from reserves of £0.825m to offset part of the overspend in Children's Social Care.
	29	Number of 2014/15 budget virements requested requiring Council approval as they were a change in policy	-	0	-	
30	Planned savings for 2014/15 assumed in the MTFP have been achieved	100% achieved	96% expected to be achieved	No	All savings are expected to be achieved other than £0.062m relating to All Rights Exhausted clients (14CEF8) and £0.050m Corporate Parenting (14CEF6). The impact has been managed within the overall outturn position for 2014/15.	

**CHILDREN EDUCATION & FAMILIES  
ACHIEVEMENTS AND ATTAINMENT INDICATORS REPORTED ANNUALLY**

Success Indicator		Target 13/14 academic year	Cumulative Target Y/N	Position at start of reporting period 12/13 academic year	13/14 academic year	RAG Rating
1	EYFS - % reaching a good level of development	52%	n/a	48%	60%	G
2	KS1 - % level 2b+ reading	86%	n/a	81%	82%	A
3	KS1 - % level 2+ reading	90%	n/a	89%	90%	G
4	KS1 - % level 2b+ writing	87%	n/a	86%	86%	A
5	KS1 - % level 2b+ maths	93%	n/a	93%	92%	A
6	KS2 - % level 2+ reading, writing, maths	80%	n/a	78%	78%	A
7	Oxfordshire's rank nationally for KS2 level 4+ reading, writing, maths	Top or 2nd quartile	n/a	2nd quartile (39 <sup>th</sup> )	3 <sup>rd</sup> quartile (88 <sup>th</sup> )	R
8	% making expected 2 levels of progression KS1 - reading	91%	n/a	90%	92%	G
9	% making expected 2 levels of progression KS1 - writing	93%	n/a	93%	94%	G
10	% making expected 2 levels of progression KS1 - maths	90%	n/a	89%	91%	G
11	Number of primary schools below KS2 Floor Standard	<5	n/a	7	10	R
12	KS4 - % 5 A*-C GCSEs including English and maths	63%	n/a	61%	50.40%	Not rated
13	Oxfordshire's rank nationally for KS4 – 5 A*-C inc English and maths	2nd quartile	n/a	3rd quartile (80 <sup>th</sup> )	2 <sup>nd</sup> quartile (43 <sup>rd</sup> )	G
14	% making expected 3 levels of progression KS2-4 English	72%	n/a	71%	74%	G
15	% making expected 3 levels of progression KS2-4 maths	73%	n/a	72%	71%	A
16	Number of secondary schools below KS4 Floor Standard	0	n/a	0	1	R

**ADDITIONAL INDICATORS TO BE REPORTED TO EDUCATION SCRUTINY ANNUALLY**

Success Indicator		Target 13/14 academic year	Cumulative Target Y/N	Position at start of reporting period 12/13 academic year	13/14 academic year	RAG Rating
17	FSM pupils - % making expected progress KS1-2 reading	90%	n/a	84%	87%	A
18	FSM pupils - % making expected progress KS1-2 writing	91%	n/a	89%	89%	A
19	FSM pupils - % making expected progress KS1-2 maths	85%	n/a	82%	84%	A
20	FSM pupils - % making expected progress KS2-4 English	54%	n/a	43%	51%	A
21	FSM pupils - % making expected progress KS2-4 maths	51%	n/a	45%	40%	R
22	School Action Plus pupils - % 5 A*-C GCSEs including English and maths	15%	n/a	10%	8%	R
23	School Action Plus pupils - % making expected progress KS1-2 reading	77%	n/a	75%	77%	G
24	School Action Plus pupils - % making expected progress KS1 writing	87%	n/a	86%	83%	R
25	School Action Plus pupils - % making expected progress KS1- 2 maths	74%	n/a	73%	75%	G
26	School Action Plus pupils - % making expected progress KS2-4 English	35%	n/a	33%	39%	G
27	School Action Plus pupils - % making expected progress KS2-4 maths	30%	n/a	24%	22%	R
28	Looked After Children - % Level 4+ reading, writing, maths	50%	n/a	46%	39%	R
29	Looked After Children - % making expected progress KS-2 reading	61%	n/a	91%	83%	G
30	Looked After Children - % making expected progress KS-2 writing	61%	n/a	100%	83%	G
31	Looked After Children - % making expected progress KS -2 maths	61%	n/a	91%	72%	G
32	Looked After Children - % 5 A*-C GCSEs including English & maths	15%	n/a	supressed	9%	R
33	Looked After Children - % making expected progress KS2-4 English	37% reported cohort	n/a	31% (9/35) reported cohort 30% (11/47) whole cohort	?	G
34	Looked After Children - % making expected progress KS2-4 maths	31% reported cohort	n/a	26% (8/35) reported cohort 21% (8/47) whole cohort	?	A

ENVIRONMENT & ECONOMY

		Success Indicator	Target	Cumulative Target Y/N	2013/14 Year End Position	Q1	Q2	Q3	Q4	RAG Rating
Strategy & Infrastructure Planning	1	Increase the number of apprenticeship placements by 125 to contribute to City Deal target of 525 additional apprenticeships by March 2017 (against baseline of 2013/14)	2,668 (16-23 yr olds)	Y	2,543 (16-23yr olds) (2012/13)	1,015 (16-23 yr olds Aug 13-Oct 14)	1,382 (provisional Aug 13 - Jan 14)	570 (provisional April 14- July14)	576 (16-23 yr olds April 14 - July 14)	A
	2	Achieve 120 inward investment enquiries through Invest in Oxfordshire	120	Y	148	61	87	110	128	G
	3	70% of mineral and waste applications determined within 13 weeks	70%	Y	67%	86%	84%	94%	82%	G
	4	80% of major District Council applications responded to within the agreed deadline	80%	Y	80%	88%	91%	90%	84%	G
	5	Monies secured in S106/S278 agreements as a % of requirements identified through the Single Response process	80%	Y	96%	86%	86%	88%	86%	G
	6	% of S106 monies held, the use of which is identified in confirmed programme	75%	Y	86%	29%	30.70%	33%	38%	R
	7	Deliver £21m of City Deal spend by 2016 by spending against agreed indicative spend profile	£21m	Y	£1m	£0.481m	£7,169,214	£12.61m	£21m	G
Commercial	8	98% of highway defects posing an immediate risk of injury repaired within 24 hours	98%	N	98.8%	100%	98.6%	100%	100%	G
	9	80% of highway defects that create a potential risk of injury repaired within 28 calendar days	80%	N	62.3%	80.5%	92.3%	95.20%	88.70%	G
	10	Maintain a minimum 50% public satisfaction rate with the highways service	50%	N	50.2%	50.2%	50.2%	53.90%	53.90%	G
	11	At least 61% of household waste is reused, recycled or composted	61%	Y	59.5%	63.2% (to May 2014)	63.5% (to Aug 2014)	62.70%	61%	G
	12	Total capital receipts delivered from property disposal, as a percentage of the target capital receipts baseline (£2.252m) identified in the annual disposals programme	100%	Y	new measure	No capital receipts due in Q1	13.30%	71%	77.70%	G
	13	Achieve 80% satisfaction on customer satisfaction surveys received in relation to the facilities and property contract	80%	N	new measure	77%	68.80%	77%	89%	G
Oxfordshire Customer Services	14	At least 80% calls answered within 20 seconds	80%	Y	83%	86%	86%	84%	70%	A
	15	90% of calls are dealt with at first contact where the CSC has responsibility for a complete solution	90%	Y	new measure	Reported from Q2	99%	98%	99%	G
	16	100% of calls are dealt with at first contact where the CSC has responsibility to pass to a designated officer outside CSC	100%	Y	new measure	Reported from Q2	100%	100%	100%	G
	17	Number of properties that have access to super-fast broadband	Q1: 6,968 2014/15: 48,942	Y	new measure	7,685	16,831	29,000	42,917	G
Contextual data	18	Number of jobs generated through Invest in Oxfordshire	Number of claimants of Job Seekers Allowance							
	19									

ENVIRONMENT & ECONOMY (CONTINUED)

		Success Indicator																															
Contextual data	20 21	<p>Annual road condition against £ spent per mile</p> <table border="1"> <thead> <tr> <th>Financial Year</th> <th>2009-10</th> <th>2010-11</th> <th>2011-12</th> <th>2012-13</th> <th>*2013-14</th> </tr> </thead> <tbody> <tr> <td>Capital Expenditure Average Cost/Mile</td> <td>£112,783</td> <td>£117,650</td> <td>£186,950</td> <td>£191,659</td> <td>£233,530</td> </tr> <tr> <td>Principal Rd Condition (A Road % Deterioration)</td> <td>4.3%</td> <td>4.2%</td> <td>5.0%</td> <td>5.0%</td> <td>3.0%</td> </tr> <tr> <td>Non-Principal Rd Condition (B &amp; C Road % Deterioration)</td> <td>10.0%</td> <td>10.0%</td> <td>11.0%</td> <td>9.0%</td> <td>5.0%</td> </tr> <tr> <td>Unclassified Rd Condition (U Road % Deterioration)</td> <td>13.1%</td> <td>16.0%</td> <td>15.0%</td> <td>18.0%</td> <td>19.0%</td> </tr> </tbody> </table> <p>Total Carriageway Lane Length 3461 Miles</p>	Financial Year	2009-10	2010-11	2011-12	2012-13	*2013-14	Capital Expenditure Average Cost/Mile	£112,783	£117,650	£186,950	£191,659	£233,530	Principal Rd Condition (A Road % Deterioration)	4.3%	4.2%	5.0%	5.0%	3.0%	Non-Principal Rd Condition (B & C Road % Deterioration)	10.0%	10.0%	11.0%	9.0%	5.0%	Unclassified Rd Condition (U Road % Deterioration)	13.1%	16.0%	15.0%	18.0%	19.0%	<p>Road condition (number of defects) against same quarter last year</p>
	Financial Year	2009-10	2010-11	2011-12	2012-13	*2013-14																											
Capital Expenditure Average Cost/Mile	£112,783	£117,650	£186,950	£191,659	£233,530																												
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Non-Principal Rd Condition (B & C Road % Deterioration)	10.0%	10.0%	11.0%	9.0%	5.0%																												
Unclassified Rd Condition (U Road % Deterioration)	13.1%	16.0%	15.0%	18.0%	19.0%																												
22	<p>Amount of waste arising per head of population (year on year comparison)</p>																																

		Success Indicator	Target	Financial Monitoring Report position at end of December 2014	On Target	Notes
Financial Performance	23	Forecast expenditure for Commercial is in line with the latest agreed budget	< 2.0% of net budget	£0.118m or -1.6%	Yes	
	24	Forecast expenditure for Strategy & Infrastructure is in line with the latest agreed budget	<2.0% of net budget	£1.704m or -2.5%	Yes	Includes an underspend of £1.106m on Waste Management.
	25	Forecast expenditure for Oxfordshire Customer Services is in line with the latest agreed budget	< 2.0% of net budget	+£0.577m or +6.7%	No	An overspend of +0.598m in ICT is due to a number of challenging savings and one – off costs.
	26	Forecast Directorate Reserves as at 31 March 2015	-	£7.197m	-	Reduction of £3.090m during 2014/15 reflects the use of one – off funding for various projects and the use of the On – Street Parking Account as defined by statute.
	27	Number of 2014/15 budget virements requested requiring Council approval as they are a change in policy	-	1	-	Request to approve a reduction of £1.292m to the budget for the expected in – year on street parking income to better reflect the actual income being received.
	28	Planned savings for 2014/15 assumed in the MTFP are expected to be achieved	100% achieved	86% expected to be achieved	Yes	£0.925m of planned savings have not been achieved. The impact has been managed within the overall outturn position for 2014/15 and offset against underspends elsewhere or other savings achieved earlier than planned. The on-going effect of £0.640m of the savings not achieved was addressed as part of the 2015/16 Service & Resource Planning process. The directorate have found alternative savings in 2015/16 for the remaining amount.
	29	Forecast expenditure for Commercial is in line with the latest agreed budget	< 2.0% of net budget	£0.118m or -1.6%	Yes	

## PUBLIC HEALTH

Success Indicator			Target	Cumulative Target Y/N	2013/14 Year End Position	Q1	Q2	Q3	Q4	RAG Rating
National Childhood Measurement Programme	1	% of Primary school children classified as obese in Year 6	15%	N	15.2%	Data not available until Q3		16.90%	No new data	R
	2	% of primary school children classified as obese in Reception	<7%	N	6.4%	Data not available until Q3		7.30%	No new data	R
Health checks	3	% of people offered a health check who have taken up the offer	65%	Y	45.9%	41.5%	43.5%	48.3%	53.3%	R
	4	Number of people who have received a health check that were identified as high cardiovascular risk (heart attack, stroke, diabetes)	385	Y	285	49	101	137	158	R
Smoking Cessation	5	Support 3800 people to become '4 week quitters' per annum	3800	Y	3622	626	1133	1633	1955	R
Drug Treatment & Rehabilitation	6	Number of users of opiates who left drug treatment successfully who do not then represent to treatment again within 6 months (or by the end of the reporting period if this is less than 6 months) as a percentage of the total number of non-opiate users in treatment	8.2%	Y	7%	7.1%	6.9%	7.2%	6.7%	R
	7	Number of users of non- opiates who left drug treatment successfully who do not then represent to treatment again within 6 months (or by the end of the reporting period if this is less than 6 months) as a percentage of the total number of non-opiate users in treatment	41.7%	Y	13.6%	14.5%	17.7%	17.7%	20.2%	R

Success Indicator			Target	Financial Monitoring Report position at end of December 2014	On Target	Notes
Page 338 Financial Performance	8	Actual expenditure is in line with the latest agreed budget	< 2.0% of gross budget	£-2.310m or -8.7%	Yes	Funded by a ring-fenced grant of £26.086m in 2014/15. The underspend has been placed in the Grants and Contributions Reserve for use in future years.
	9	Directorate Reserves as at 31 March 2015	-	n/a (*)	-	(*) 2013/14 and 2014/15 underspends held in Grants and Contributions Reserve.
	10	Number of 2014/15 budget virements requested requiring Council approval as they were a change in policy	-	0	-	
	11	Planned savings for 2014/15 assumed in the MTFP have been achieved	n/a	n/a	n/a	Public Health is wholly grant funded and does not have any savings to achieve in 2014/15.

## FIRE AND RESCUE SERVICE

Success Indicator			Target	Cumulative Target Y/N	2013/14 Year End Position	Q1	Q2	Q3	Q4	RAG Rating
1	45 lives saved per year against the OFRS 10 year 365Alive target through emergency response and preventative activity concerning fires and road traffic collisions		New stretch target of 45 (was 37)	Y	59	11	25	36	47	G
2	104,000 citizens provided with safety advice/education per year		New stretch target of 104,000 (was 84,000)	Y	94,037	32,485	48,820	75,980	102,788	G
3	£12.5m saved to the economy per year from the reductions in fires involving homes, businesses and road traffic collisions		New stretch target of £12.5m (was £10m)	Y	£21,005,208	£5,562,024	£9,579,760	£12,126,424	£17,018,912	G
4	Fire stations in Oxfordshire are available for emergency response 100% of the time		100%	Y	92.01%	90.84%	89.48%	89.24%	89.16%	R

## TRADING STANDARDS

Success Indicator			Target	Cumulative Target Y/N	2013/14 Year End Position	Q1	Q2	Q3	Q4	RAG Rating
1	Money saved for consumers as a result of our interventions		£450,000	Y	£415,475	£144,080	£333,217.37	£459,188.00	£507,881.00	G
2	100% of inspections completed of high risk businesses as identified at the start of the year		100%	Y	new measure	27.5%	44.93%	67.25%	97.79%	G

## LIBRARIES

Success Indicator			Target	Cumulative Target Y/N	2013/14 Year End Position	Q1	Q2	Q3	Q4	RAG Rating
1	21 community libraries implemented by April 2015		21	Y	3	11	14	19	21	G
2	Number of community libraries in negotiation period		0	Y	14	9	7	2	0	G

## CA14

	Target	Based on position at end of December 2014 – Reported to Cabinet on 24 February 2015	On Target	Direction of travel	lead	Notes
<b>Chief Executive's Office</b>						
Actual expenditure is in line with the latest agreed budget	< 2.0% of net budget	-£0.672m or -3.2%	Yes	Underspend has increased since Q3	Joanna Simons	Underspends are reported in all service areas.
Actual Directorate Reserves as at 31 March 2015	-	£1.705m	-	Decreased since Q3	Joanna Simons	Includes £1.029m Cultural Services reserves, £0.404m Registration Service reserves and £0.232m held to fund future County Council elections.
Number of 2014/15 budget virements requested requiring Council approval as they were a change in policy	-	0	-	n/a	Joanna Simons	
Planned savings for 2014/15 assumed in the MTFP have been achieved	100% achieved	90% Achieved	No	Remains unchanged since Q1	Joanna Simons	Part of the community library model saving of £0.130m (12COS8) will not be achieved in full until 2015/16. The impact has been managed within the overall outturn position for the directorate for 2014/15.
<b>Corporate</b>						
Actual expenditure for the Council is in line with the latest agreed budget	< 2.0% of net budget	-£0.196m or +0.0%	No	Overspend has decreased since Q3	CCMT	Throughout the year the Financial Monitoring Reports to Cabinet have highlighted pressures of which the most significant have been in Children's' and Adult Social Care. Management action was taken to address the issues, but annual reductions in the budget since 2010 means there is less flexibility to manage pressures as they arise. In addition to utilisation of the corporately held contingency of £2.7m, agreed in November 2014, and the use of one – off funding from reserves, other corporate management actions taken to address the forecast overspend included a recruitment freeze and review of all vacancies along with a freeze on non-urgent expenditure.
Page 339 Cross Directorate Reserves (as at 31 March 2015)	-	£23.294m	-	Increased since Q3	CCMT	Includes the Grants and Contributions Reserve (£19.200m), Vehicle and Equipment Reserve (£2.375m), Government Initiatives (£1.085m) and the ICT Projects Reserve (£0.634m). Also, £11.136m Dedicated Schools Grant and £3.435m Public Health Grant.
Corporate Reserves (as at 31 March 2015)	-	£1.944m	-	Increased since Q3	Lorna Baxter	Carry Forward and Efficiency Reserves.
Capital Reserves (as at 31 March 2015)	-	£34.774m	-	Increased since Q3	Lorna Baxter	£2.541m held in the Rolling Fund reserve will be used to support the MTFP in 2015/16.
Cash Flow Reserves (as at 31 March 2015)	-	£8.806m	-	Increased since Q3	Lorna Baxter	Being used to manage the cash flow implications of the variations to the Medium Term Financial Plan.
General balances as a proportion of the original gross budget (£872.874m)	-	£22.247m or 2.5%	-	n/a	Lorna Baxter	General balances were £22.247m as at 31 March 2015. This compares to anticipated balances at the end of the financial year of £17.517m as set out in the MTFP approved by Council in February 2015. Anticipated balances were based on the forecast outturn at end December 2014 as reported to Cabinet in February 2015. As balances are £4.7m higher than anticipated it is proposed to make contributions of £2.0m to the Efficiency Reserve and £2.7m to the Budget Reserve in 2015/16 to support the Council's MTFP.
Total reserves as a proportion of the original gross budget (£872.874m)	-	£112.141m or 12.8%	-	n/a	Lorna Baxter	
Capital programme use of resources compared to programme agreed in February 2014	90%	97%	Yes		Sue Scane	
Capital programme expenditure realisation rate		97%	-	n/a	Sue Scane	Overall capital spend for 2014/15 was £30.0m higher than in 2013/14
Year to date debtor invoices outstanding - General	33 days	46 days	-		Jo Stone	Target as per Financial Strategy.
Year to date debtor invoices outstanding - Social Care Clients	62 days	62 days	-		Jo Stone	Target as per Financial Strategy
Percentage of debtor invoices cleared in 90 days	97%	96%	-		Jo Stone	Target as per Financial Strategy
Treasury Management Indicators – Average Interest Rate achieved (In - House) compared to Treasury Management Budgeted Rate	0.80%	0.77%		n/a	Lorna Baxter	Benchmark rate for 3 month LBID is 0.43%
Treasury Management Indicators – Average Annualised Return achieved compared to Benchmark Rate (*) (Pooled Funds)	3.98%	4.04%		n/a	Lorna Baxter	

(\*) Composite of 7 Day LIBID, 7 Day LIBID + 50BPS, IPD Other Balanced Property Funds Index, BofA Merrill Lynch 1-10 Year Non-Gilt Index & BofA Merrill Lynch Euro High Yield ex Financials Index (GBP Hedged)

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Division(s): N/A
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## CABINET – 21 JULY 2015

### FORWARD PLAN AND FUTURE BUSINESS

#### Items identified from the Forward Plan for Forthcoming Decision

Topic/Decision	Portfolio/Ref
<b>Cabinet, 15 September 2015</b>	
<ul style="list-style-type: none"> <li>▪ <b>Staffing Report - Quarter 1 - 2015</b> Quarterly staffing report providing details of key people numbers any analysis of main changes since the previous report.</li> </ul>	Cabinet, Deputy Leader 2015/029
<ul style="list-style-type: none"> <li>▪ <b>Future Structure of Children's Social Care and Early Intervention Services</b> To seek agreement to consultations on the proposed structure.</li> </ul>	Cabinet, Children, Education & Families 2015/023
<ul style="list-style-type: none"> <li>▪ <b>Strategic Education Partnership Model for Schools and Settings</b> To seek agreement of the recommendations for the future delivery of school improvement and Foundation Years services for Oxfordshire schools and settings.</li> </ul>	Cabinet, Children, Education & Families 2014/175
<ul style="list-style-type: none"> <li>▪ <b>Academies Programme 2015-2020 : Strategic Groupings of Schools</b> To seek approval for the Council to adopt a more assertive policy of activity encouraging the incorporation of the remaining maintained schools into sustainable formal collaborative groupings, primarily through the Multi Academy Trust model but also through the extension of the 'collaborative company' model and the pooling of more resources and responsibilities.</li> </ul>	Cabinet, Children, Education & Families 2015/065
<ul style="list-style-type: none"> <li>▪ <b>Service &amp; Resource Planning Report - 2016/17 - September 2015</b> To provide background and context to the service and resource planning process for 2016/17.</li> </ul>	Cabinet, 2015/028

#### Deputy Leader, 21 September 2015

<ul style="list-style-type: none"> <li>▪ <b>Community Risk Management Action Plan (CRMP) Fire &amp; Rescue - Draft</b> To seek approval of the draft Community Risk Management Plan – Fire &amp; Rescue.</li> </ul>	Deputy Leader, 2015/030
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## Cabinet Member for Environment, 3 September 2015

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>▪ <b>Cholsey to Wallingford Footway to Cycle Track - Conversion Order</b><br/>To seek approval of the proposals.</li></ul>  | Cabinet Member for Environment, 2015/055 |
| <ul style="list-style-type: none"><li>▪ <b>Ilges Lane, Cholsey - Traffic Order Prohibition of Motorised Transport along a Byway Open to All Traffic (BOAT)</b><br/>To seek approval of the proposals.</li></ul> | Cabinet Member for Environment, 2015/056 |
| <ul style="list-style-type: none"><li>▪ <b>Proposed Zebra Crossing - Bridge Street, Witney</b><br/>To seek approval of the proposals.</li></ul>   | Cabinet Member for Environment, 2015/057 |
| <ul style="list-style-type: none"><li>▪ <b>Proposed Parking Restrictions - Radley</b><br/>To seek approval to the proposals.</li></ul>  | Cabinet Member for Environment, 2014/033 |
| <ul style="list-style-type: none"><li>▪ <b>Proposed Amendments to Residents Parking Scheme - Abingdon</b><br/>To seek approval to proceed.</li></ul>  | Cabinet Member for Environment, 2013/017 |
| <ul style="list-style-type: none"><li>▪ <b>Proposed Puffin Crossing - Cumnor Hill</b><br/>To seek approval of the proposals.</li></ul>  | Cabinet Member for Environment, 2014/115 |
| <ul style="list-style-type: none"><li>▪ <b>Proposed Puffin Crossing (Revised Location) - A417 Stanford in the Vale</b><br/>To seek approval of the proposals.</li></ul>   | Cabinet Member for Environment, 2014/186 |
| <ul style="list-style-type: none"><li>▪ <b>Proposed 20mph Speed Limit - High Street, Shrivenham</b><br/>To seek approval of the proposals.</li></ul>  | Cabinet Member for Environment, 2015/008 |

Division(s):

## CABINET – 21 July 2015

### Longford Park Primary School – Progress and Authorisation for Delegated Governance Approval

#### Report by Director for Environment and Economy

#### Introduction

1. As a consequence of a new housing development in Banbury there is a need to provide a new 1.5FE primary school .
2. The school is required by September 2016 in order to meet pupil pressures arising from the development.
3. Funding is captured within the Council's Capital Programme and design development work has been managed by Carillion in association with Capita as Lead Consultant/Designer for the scheme.
4. The school will be run as an Academy and GLF Schools have been confirmed as the Academy Sponsor
5. The Scheme has been submitted for detailed planning consent in July 2015 following approval of the Outline Business Case that was granted in June 2015. The scheme is currently being developed to detailed design in order to enable construction to start in October 2015, with completion in time to enable pupils to begin school in September 2016.
6. This report is being submitted for consideration now by the Cabinet in anticipation of an expeditious Final Business Case review and subsequent governance approvals in the third financial quarter 2015. This will facilitate mobilisation phases on receipt of the Land transfer agreement expected in July 2015.
7. Funding to construct the primary school for this phase will be from a combination of this S106 developer contributions and funding from Oxfordshire County Council.

#### Exempt Information

8. The annex contains commercially sensitive information. The public should therefore be excluded during consideration of the Annex as discussion in public would be likely to lead to the disclosure to members of the public present of information in the following category prescribed by Part I of Schedule 12A to the Local Government Act 1972 (as amended):

*Category 3; Information relating to the financial or business affairs of any particular person (including the authority holding that information)*

and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information, in that where a tender or bidding process is in progress disclosure would distort the proper process and would prejudice the position of the authority in the process of the transaction and the Council's standing generally in relation to such transactions in future, to the detriment of the Council's ability properly to discharge its fiduciary and other duties as a public authority.

### **Pupil Pressures**

9. It is anticipated that this Primary school will meet the need for additional primary age pupil places within the Banbury area from September 2016 required to accommodate the population growth generated by the Housing Development.
10. This project directly provides for the Council's statutory responsibility to ensure sufficiency of pupil places.

### **Procurement Route**

11. The scheme will be procured through the County Council Partnership Framework (Carillion Capita)

### **Communications Strategy**

12. The Carillion Project Manager has been coordinating the design of the school and the main Developer (Taylor Wimpey), OCC Corporate Landlord, School organisation & planning (CEF) & Cherwell District Council. Consultation with the confirmed academy sponsor has commenced to provide input to the detailed design of the school. The main building parameters are not subject to further sponsor consultation and planning consent is being sought on this basis. The new school plans will be subject to public consultation as part of the usual planning process.

### **Financial Assessment**

13. See Annex 1

### **Programme**

14. In order for the Academy to be ready to admit pupils in September 2016, the detailed design and Full Business Case will be required by September 2015. This will allow for full business case approval, contract let and the mobilisation to happen during October 2015 with construction starting on completion of land transfer.

15. Any delay in obtaining planning consent, land transfer or approval of the full business case will potential put at risk the ability to deliver the school for September 2016 and may result in further funding pressures on OCC to provide temporary teaching space for the Academy.

### **Outline Revenue Costs/Benefits & Value for Money Analysis**

16. The new Academy will be responsible for all running costs which will be funded from their delegated budget. Resources for Academy budgets are provided by government and will increase in line with pupil numbers as the Academy grows over time. However there will be revenue required to support the school in the early years of operation as staff and running costs will be proportionally greater while the school population grows. These costs are to be met by the council. Revenue funds are available from a growth portfolio fund and a formula for consistent and fair application of funds to new academies is in place.
17. Financial information relating to Value for Money can be found in the Annex Stage 1 Report

### **RECOMMENDATION**

18. **The Cabinet is RECOMMENDED to:**
  - (a) **Endorse the progress to date**
  - (b) **Delegate to the Chief Finance Officer and Director for Environment & Economy in consultation with the Leader the authority to approve the Stage 2 Full Business Case and the award of the construction contract**

SUE SCANE

Director – Environment & Economy

Background papers:

Longford Park Primary School – Stage 1 Outline Business Case

Contact Officer:

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June 2015

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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