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Meeting of the Cabinet

Tuesday, 15 March 2011 at 2.00 pm

County Hall, Oxford, OX1 1ND

ADDENDA 2

- 4. Questions from County Councillors** (Pages 1 - 2)
- 5. Petitions and Public Address** (Pages 3 - 4)
- 12. Local Transport Plan 2011-2030 - March 2011** (Pages 5 - 8)

Attached is an addenda in respect of Agenda Item 12 containing the following additional information:

- Comments from Natural England
- Comments from the Spatial Planning & Infrastructure Partnership
- Proposed replacement text for Annex 3 part (ii), i.e. the text following the table on pages 146 and 147 of the report.

- 15. Forward Plan and Future Business** (Pages 9 - 10)
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ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions received from the following Members:

1. Councillor John Sanders to the Cabinet Member for Growth & Infrastructure

“What measures will LPT3 include to improve cross-city cycle routes in Oxford?”

Answer

“Radial cycle routes as well as routes across the city centre will be improved and there will be schemes to improve cycle access to park and ride sites.

Schemes and investigative work will include:

- *cycle/pedestrian improvements to allow 2-way cycling on Pembroke Street;
- *Jackdaw Lane cycle and footbridge over the Thames;
- *identification of other ‘missing links’ and potential schemes to further join up the city’s cycle network.

It is unfortunate that due to the country’s deficit that the previous government left behind that funding for such schemes will be difficult to identify.”

2. Councillor John Sanders to the Cabinet Member for Growth & Infrastructure

“Paragraph 10 of the report on LPT3 claims under aims and strategic objectives that it will “tackle deprivation” how does the Cabinet Member for Transport envisage that LPT3 will tackle deprivation?”

Answer

“The LTP will tackle deprivation by:

- Supporting growth and the competitiveness of the local economy - by reducing congestion, securing infrastructure and improving the local environment the Plan will help to retain existing jobs and attract new ones to the county
- Making it easier to get around the county and improving access to jobs and services – by creating the conditions for sustainable long term transport services the Plan will give real choice to the deprived and open up opportunities for them
- Promoting healthier travel – the most deprived people often have the least healthy lifestyles and the Plan will provide more opportunities for them to choose more healthy travel options

These ambitions may not be realised in the first few years of the Plan because of the deficit that the previous government left behind but the plan will guide investment for 20 years towards these important goals.”

Agenda Item 5

CABINET – 15 MARCH 2011 ITEM 5 – PETITIONS AND PUBLIC ADDRESS

Public Address

The Leader of the Council has agreed the following requests to address the meeting:-

Item	Speaker
6. Culham Parochial Primary School	Mr Andrew Churchill-Stone, Chair of Governors of Culham Parochial School, Mr Kitson Thomas (Chair of Save Culham School Group) Councillor Lorraine Lindsay-Gale local member
8. Proposal to Merge Elms Road Nursery School and Botley Primary School	Councillor Janet Godden, local member Ms Brockliss, Headteacher Elms Road Nursery Ms Marsh, Headteacher Botley Primary School Sue Dowe Extended Services Co-ordinator Elms Road Children's Centre Diane Long, parent, Elms Road Nursery School
11. Annual Unannounced Inspection of Contact Referral and Assessment Arrangements and Children's Services Assessment 2010.	Councillor Janet Godden, Shadow Cabinet Member
12. Local Transport Plan 2011-2030	Councillor Anne Purse, Shadow Cabinet Member
14. Authority to Extend Changes to Terms and Conditions of Employment Groups Where Agreement Has Not Been Possible	Councillor Jean Fooks, Opposition Deputy Leader

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LOCAL TRANSPORT PLAN 3, 2011-2030

ADDENDUM

(1) Comments from Natural England

Natural England was consulted on the contents of the Habitats Regulations Assessment. They were generally supportive of the contents of the LTP, particularly the encouragement of more walking and cycling. The main points, along with an officer response, were:

1. Tackling Congestion - Natural England felt that this section was not written in a way to give confidence that traffic reduction would be preferred to capacity increases. Officer response - text in paragraphs 5.3 and 5.4 to be re-written to be more definite and proactive ("will" rather than "could")
2. Supporting Development - Natural England felt text should include statement that where new developments increase traffic affecting an internationally designated site then assessment would be required under the Habitats Regulations. Officer response - add appropriate text to paragraph 8.4
3. Reducing Environmental Impact – Natural England:
 - does not consider Policy RE1 to be strong enough and that policy is at odds with proposals for new roads associated with Science Vale UK Strategy in North Wessex Downs AONB. Officer response - insert text in paragraph 10.1 to state that any scheme would need to be assessed in its own right for impact on the environment; and that for major schemes, in particular those in or near to AONBs, this will require a more rigorous consideration at decision making stage; no change to Policy RE1
 - suggested new text for how impacts of transport will be dealt with "avoid, mitigate or, where this is not possible, compensate for the impacts" Officer response - add suggested text
 - would wish air quality impact on sensitive habitats to be taken into consideration. Officer response - monitoring is the responsibility of district councils and would not be appropriate to include commitments for them within this plan. Monitoring as suggested would go beyond requirements of National Air Quality Strategy. No change.

(2) Comments from Oxfordshire Strategic Planning & Infrastructure Partnership

Organisation	Comment	Response
Oxford City Council	<p>(i) Reference should be made to the fact the whole City is an Air Quality Management Area (AQMA) and the implications of this</p> <p>(ii) The Northern Gateway site should be supported and specifically referred to in the LTP3 document</p>	<p>(i) Text in summary document to be revised to make it clear that a citywide AQMA has been declared (to be included in post Cabinet version).</p> <p>(ii) The Northern Gateway is included in para 13.27 as one of the sites in Oxford could have a significant impact on the network, and is shown as one of the future development sites in Oxford figure 5. The need for additional text for Northern Gateway, to make it clear that a robust transport solution will need to be implemented, to be considered.</p>
Cherwell District Council	<p>(i) Lack of allocation to Bicester Transport schemes</p> <p>(ii) Need to include in the document and notify districts of the estimated costs of the priority schemes listed for the plan period</p> <p>(iii) Where schemes are not fully funded, useful to indicate the expected gap amount and the intent to seek developer funding</p>	<p>(All points) Full LTP programme including all Developer Funding to be further developed and costed over the next few months with a view to a much more comprehensive delivery programme being included in the first annual update of the document in 2012. SPIP to be fully involved in this process.</p>

(3) **Replace** Text in Annex 3, bullet point (ii) with the following:

(ii) Additional schemes (*denotes Local Investment Plan Scheme)

The following additional strategic schemes have been identified for potential delivery during the Plan period. Because of the long lead times that are often involved in scheme development, work on some of these schemes may commence in the short term but implementation may not happen until later in the Plan period.

- Frideswide Square and approaches - remodelling
- Oxford Rail Station Transfer Deck*
- Thornhill Park & Ride expansion and parking management*
- A40/A44/A34 Oxford Northern Approaches *
- Science Vale Transport Package:
 - Harwell Strategic Link Road
 - Harwell Field Link Road
 - Wantage Eastern Link Road
 - Rowstock junction upgrade
 - Rowstock Western Link
 - Featherbed Lane Improvement
 - Grove & Wantage Rail Station
 - Science Vale Strategic Public Transport and Cycle Networks*
- A41 park & ride and bus priority, Bicester *
- Oxford Eastern Arc improved access to employment, including public transport enhancement
- Increased Park & Ride capacity and infrastructure, including potential remote Park & Ride
- Bicester Eastern Perimeter Route Improvement
- Carterton-Witney-Eynsham-Oxford corridor capacity improvements
- A40/Downs Road junction

Details of the more local/smaller area strategy schemes needed to deliver the area strategies will be presented to future Cabinet meetings as separate papers. Those schemes will then also be used to collect developer contributions towards the town strategy, and if justified be funded from the Integrated Transport block as yet unallocated in the capital programme. Other supporting measures which may be put forward for this funding include better travel information, network management and smart ticketing. It is also expected that significant progress would be made by other agencies on the following Local Investment Plan schemes by 2021:

- Chiltern Railways Evergreen 3
- East West Rail (western section)
- M40 Junction 9 Improvements
- South West Bicester Perimeter Road
- Didcot northern perimeter road Phase 3
- Cotswold Line re-doubling

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ITEM 15 – FORWARD PLAN AND FUTURE BUSINESS

Members are asked to note the following changes to the Forward Plan:

Amendments to items in the present Plan

Portfolio	Topic (Ref)/Decision	Present Timing	Change
<p><i>Deputy Leader</i></p> <p>Cabinet</p>	<p>Performance Management 3rd Quarter Progress Report Against Priorities and Targets (Ref 2010/184)</p> <p>Quarterly Performance Management Report.</p>	<p>15 March 2011</p>	<p>Deferred to 19 April 2011</p>
<p><i>Growth & Infrastructure</i></p> <p>Cabinet Member</p>	<p>Implementation of Low Emission Zone for Oxford City Centre (Ref 2009/2011)</p> <p>To consider whether to ask the Traffic Commissioner to introduce a Traffic Regulation Condition giving effect to the decision on 26 March 2009 to introduce a Low Emission Zone in Oxford City Centre, and if so the precise details – including the treatment of low frequency services – of the Condition to be requested.</p>	<p>21 April 2011</p>	<p>Deferred to 2 June 2011</p>
<p><i>Schools Improvement</i></p> <p>Cabinet Member</p>	<p>Provision of Funded Places for Early Years by Schools or by Schools in Partnership with Voluntary Providers (Ref: 2011/050)</p> <p>To seek approval of a revised procedure for schools to extend age range in early years, and to terminate use of the existing foundation stage units as legal agreements and replace with guidance for schools and pre-schools on partnership working.</p>	<p>6 April 2011</p>	<p>Deferred to 10 May 2011 (please note slight change to wording in heading and text)</p>

New Items added to the present Plan

Cabinet Area	Topic/Decision	Timing	Report by/ Contact
<i>Safer & Stronger Communities</i> Cabinet Member	Personal Protective Equipment for Firefighters (Ref 2011/058) To consider whether to agree to a contract exemption for interim provision and laundering whilst tendering and implementation of a new contract takes place.	11 April 2011	Nathan Travis, Assistant Chief Fire Officer Tel: (01865) 855206 <i>(Chief Fire Officer)</i>
<i>Transport</i> Cabinet Member	Proposed Exclusion from Eligibility for Residents and Visitors Permits of 45 Hill View Road, West Oxford (Ref: 2011/060) To exclude the property to reflect change to multi occupation.	21 April 2011	Mike Ruse, Traffic Regulation Officer Tel: (01865) 815978 <i>(Deputy Director of Environment & Economy – Highways & Transport)</i>