

## QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

## ANNEX 2

Questions are listed in the order in which they were received. The time allowed for this agenda item will not exceed 30 minutes. Should any questioner not have received an answer in that time, a written answer will be provided.

<b>Questions</b>	<b>Answers</b>
<p><b>1. COUNCILLOR JAMILA AZAD</b></p> <p>Mental health issues can affect anyone, at any time in their life but sadly young people are affected disproportionately, with studies showing that more than half of mental health problems start by the age of 14 and three-quarters by 18. Young people can struggle with pressure of modern life, the demands of friendship and relationships, can all affect mental wellbeing. We know that early intervention, along with giving young people the confidence to access support can progress their wellbeing. What plans does Oxfordshire Clinical Commissioning Group have to stop this happening at early age?</p>	<p><b>COUNCILLOR STEVE HARROD, CABINET MEMBER FOR EDUCATION</b></p> <p>I would like to start by thanking Councillor Azad for the focus this question has rightly brought to the issue of children and young people’s mental health. She points out that children and young people who have been traumatised, who experience conflict or who have complex mental health needs, should be able to get the help they need, from the right professionals quickly.</p> <p>By way of background, it is important to note that this Council already jointly funds with Oxfordshire Clinical Commissioning Group (OCCG) the Child and Adolescent Mental Health Service provided by Oxford Health NHS Foundation Trust. A new contract for the service was agreed in May this year bringing the total investment in CAMHS to £8.4m. This has increased by more than £2m over the past three years as a result of targeted investment by the NHS.</p> <p>Despite this performance figures published by Oxfordshire Clinical Commissioning Group, show that waiting times are still too long, although some improvements have been made. Let me remind you, however, that any child that has a mental health emergency will of course be seen the same day and ‘urgent’ referrals are seen within two weeks.</p> <p>There were 6153 referrals to CAMHS during 2016-17. At present there are 1141 children waiting for a first appointment, with up to 580 new referrals being received every month. There has been a significant increase in the number of referrals over the past three months. This has undoubtedly impacted on waiting times with only 53% of children now having their first</p>

appointment within 12 weeks.

This increase in referrals is not, however the only challenge CAMHS Oxfordshire faces. Perhaps the greatest challenge is the shortage of specialist CAMHS doctors and nurses and this has been recognised by Health Education England. This is not just an Oxfordshire issue but is nationally a problem. Every Clinical Commissioning Group in England and Wales received additional funding over the past three years and therefore every local area is looking for new doctors and nurses. Oxford Health NHS Foundation Trust already has an ongoing recruitment drive but despite this up to twelve clinical posts will be vacant at any one time. So it is not about lack of funding, and it is not only about more referrals but critically it is about a current shortage of appropriate staff, both doctors and nurses.

These challenges are why OCCG has agreed a new contract with Oxford Health NHS Foundation Trust to deliver a new service model for Oxfordshire. The new Oxfordshire CAMHS will provide an integrated service with voluntary sector partners that will build community and individual resilience, educate other agencies around emotional wellbeing and mental health, prevention, early consultation, advice, treatment and self-management. These partners include: Barnardo's, Autism Family Support, Response, Oxfordshire Youth, SOFEA (South Oxfordshire Food and Education Association), TRAX, RAW, Ark T, Synolos, BYHP (Banbury Young Homeless Project).

As well as harnessing expertise of the voluntary sector the new CAMHS will offer new online support and information for young people, families and schools. CAMHS is also working directly with schools, school health nurses and our own Locality Community Support Service (LCSS) to make sure there is a joined up approach to working with children and families.

I would therefore contend that setting up a new service which the evidence before us would indicate, would be almost impossible to staff, is counter-productive. I propose that we give the new CAMHS the opportunity to deliver what it has been commissioned to do; to work with our current services such

	<p>as the LCSS teams to make sure that children, young people and families are getting access to the right service, and to increase the work it does in our schools and colleges.</p> <p>I will also undertake to write to Health Education England to express this Council’s concern about the shortage of CAMHS doctors and nurses and to ask what plans they have to address the issue urgently.</p>
<p><b>2. COUNCILLOR LYNDA ATKINS</b></p> <p>What assessment has the Cabinet member's staff made of the cost of re-doing all the lamentably poor pothole repairs on non-A, non-B roads across the County when the repairs fail next time there is rain followed by frost? The latest methodology could be described as 'chuck in a bucket of tar and run away' leaving the road surface uneven, bits of tarmac littering the surface and plenty of large gaps for water to fill before it freezes. I would be happy to supply pictures of the many potholes filled in this way in my Division.</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Due to the budget pressures the Council has faced and the need to appropriately manage the defects, the council has had to make some hard decisions. Last financial year a decision was made to ‘sweep and fill’ on the lower classification roads rather than carry out a ‘cut and fill’ repair. A ‘sweep and fill’ pothole is significantly cheaper to carry out and is an appropriate way to repair the road in many locations. This practice has been continued into this year.</p> <p>On some occasions these defects do fail but the cause is usually because of the overall state of the road rather than because the repair is of poor quality and can also happen when potholes are repaired using “cut &amp; fill”. Highways Officers do monitor the quality of defects and raise concerns with the Contractors where the quality of repair is deemed unsatisfactory. Sometimes repairs are completed to ensure the highway remains safe for users while more substantial works are planned.</p> <p>We are currently working closely with Skanska to extend the use of dragon patcher repairs and preventative work onto more of the network as my predecessor announced earlier this year (link to announcement : <a href="http://news.oxfordshire.gov.uk/coming-soon-to-a-road-near-you-in-oxfordshire/">http://news.oxfordshire.gov.uk/coming-soon-to-a-road-near-you-in-oxfordshire/</a>)</p>

	<p>In addition, the recent restructure within the Communities Directorate will deliver better cross-team working and greater efficiencies in road repairs and resurfacing.</p>
<p><b>3. COUNCILLOR LYNDA ATKINS</b></p> <p>Can the Cabinet member please tell us how many older people with assessed eligible social care needs, who will no longer be able to access Health and Wellbeing Centres from the end of September, have agreed clear and deliverable care plans to be in place at the beginning of October, and how many have yet to be reassured that their very important need for care is going to be met.</p>	<p><b>COUCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR ADULT SOCIAL CARE</b></p> <p>I can reassure Councillor Atkins that all older people who have assessed eligible social care needs will be offered a place in the new Community Support Service, which will be operational from Monday 2 October 2017 following the closure of the Health and Wellbeing Centres on Friday 29 September 2017.</p> <p>Everyone with an assessed eligible social care need has a support plan that details their needs and how they are to be met.</p> <p>Letters to people with assessed eligible social care needs are being sent out in the week beginning 11 September 2017. These letters will set out the details of the centre where they have been offered a place, the day(s) of attendance and transport arrangements.</p> <p>We hope these letters will reassure people, and that everyone who is offered a place in the new Community Support Service will choose to accept it.</p> <p>The Community Information Network team is continuing to work with individuals who do not have eligible needs to identify alternative options and activities in the local community. Some people have already left the Health and Wellbeing Centres as they have started to attend their new day time services.</p>
<p><b>4. COUNCILLOR LIZ LEFFMAN</b></p> <p>According to a recent report from</p>	<p><b>COUCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR ADULT SOCIAL CARE</b></p> <p>Thank you for your question. The council is aware of recent reports about</p>

accountancy firm Moore Stevens, one in six care home companies is presently in danger of insolvency. What steps is this council taking to evaluate the financial security of care homes across the county, particularly those with which the council has a contract?

financial resilience in the care homes sector.

Oxfordshire County Council understands the crucial role that commissioning authorities play in making sure that service providers deliver quality and there is a sustainable market available for the foreseeable future. The County Council has responsibilities under The Care Act to facilitate the same for all residents in Oxfordshire and care homes play an important part in helping to deliver this.

The County Council uses a risk based approach to managing its contracted services. Performance information is gathered from various sources and this is used to develop broad intelligence about all providers. This helps us to form a view about the care market and providers in general that we contract with.

In terms of supplier resilience, and in particular financial resilience a number of strategies are employed.

- At a local level a key source of information comes from us maintaining close relationships with providers to hear their general views and concerns about the care market and any emerging cost pressures that they are likely to experience. This is important as the county council only purchases about one third of the bed stock in Oxfordshire; the other two thirds being purchased mainly by private individuals, with a small proportion being purchased by health commissioners and other local authorities.
- To supplement our local intelligence, the Council uses an information system called Procurement Catalyst that helps to analyse risk across our supplier portfolio. This system gathers financial data from a variety of sources and aggregates the same to give an overview of a provider's financial resilience and risk. Information can be interrogated at both individual provider level and organisational level. The system is configured to provide 'Alerts' on a regular basis for our top suppliers so that prompt action can be taken if necessary.
- At a national level the Care Quality Commission (CQC) has a Market Oversight role. Market Oversight is a statutory scheme through which it assesses the financial sustainability of those care organisations that local

	<p>authorities would find difficult to replace should they fail and become unable to carry on delivering a service. The Care Quality Commission is required to inform local authorities where these services are delivered as soon as it believes that this failure is likely to happen. By giving an early warning of likely failure, the Commission intends to help local authorities to carry out their statutory duty to ensure continuity of care when providers fail. It's important to note that being listed on the scheme does not mean that a provider is at risk of failing, it only means that the provider would be difficult to replace if they did fail. The Director for Adult Services has confirmed that the Council has not been alerted through this scheme to any services that are at risk of failing.</p> <p>Furthermore, there is good communication and regular meetings between commissioners and the regulator to ensure that good quality services are maintained. The above information sources are also used to support our price review process and our tendering processes for care home services in Oxfordshire.</p> <p>Overall we believe that we have good services in Oxfordshire and an expanding care homes market that has seen growth over the last few years. We believe we pay good rates for services, with the quality of services above the Care Quality Commission national average. Despite this we are maintaining oversight of the same to ensure that the interest of the vulnerable people who use these services is maintained and they are safeguarded throughout</p>
<p><b>5. COUNCILLOR JENNY HANNABY</b></p> <p>What progress has been made towards a new Contract for Street Lighting upkeep and repair to replace the Contract terminated eighteen months ago.</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The service is developing a significant capital investment bid to convert/replace the remaining 85% of the lamp columns and lamp heads to a Smart LED solution. By doing this, the Authority will make significant savings on its energy and maintenance bill (approximately £1.5m per annum). The operational and maintenance requirements for a smart LED network however, are significantly different to the existing routine maintenance requirements for</p>

	<p>the conventional light source estate which the council currently has. As such, the service has deferred a tender on a new contract until such time a decision has been taken on this investment proposal to ensure that the next contract delivers both good value to the council and is fit for purpose for delivering the needs of road users and residents.</p> <p>Notwithstanding this, the service is working with the interim street lighting contractor (Amey OW) with a view to extending the current arrangements and scaling up the level of service that the Authority originally procured to ensure that service levels better reflect user's expectations."</p>
<p><b>6. COUNCILLOR MAURICE BILLINGTON</b></p> <p>Cherwell District Council is proposing to build thousands of houses in the Kidlington/Begbroke/Yarnton area to help relieve the pressure on Oxford City Council who are unable to meet their quota of house building in their own Local Plan. Could the Leader assure me that he is working to identify infrastructure funding to help mitigate the additional houses that Cherwell have to build to assist Oxford City Council?</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>Oxfordshire County Council robustly test all emerging local plans to ensure that any proposed development can either be accommodated in infrastructure terms or that the appropriate mitigation is identified. In relation to funding of any identified infrastructure mitigation, I can offer assurance that all possible funding streams are and will be explored. Currently we have a team preparing infrastructure funding bids through the Housing Infrastructure Fund and within this bid package are a series of schemes included to support growth in the areas you identify.</p>
<p><b>COUNCILLOR JOHN HOWSON</b></p> <p>How much extra money in real terms are schools in Oxfordshire likely to receive from the government's amended National Funding Formula?</p>	<p><b>COUNCILLOR HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH &amp; EDUCATION</b></p> <p>Unfortunately, at present, we are still awaiting details from the DfE which will clarify what the promised additional £1.3 billion for schools and high needs across 2018-19 and 2019-20 will mean for Oxfordshire and its schools. Once we have these we will make them available to councillors.</p>

<p><b>COUNCILLOR JOHN HOWSON</b></p> <p>What progress has been achieved in reducing the time taken to obtain a school place for children taken into care following the letter written to the Minister by all six of the county's members of parliament drawing attention to the issue?</p>	<p><b>COUNCILLOR HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH &amp; EDUCATION</b></p> <p>To date, I have yet to receive a response to the letter I sent on 5 July 2017 to Lord Nash, Minister for the school system. However, Victoria Prentis MP has received a response from Nick Gibb MP, Minister of State for School Standards. Unfortunately, his letter does little more than re-state what the current position is, although he does hold out the prospect of some future action to improve matters when he states that "we will give further consideration to delays of the admission of some looked after children in Oxfordshire when we next revise the Code. Of course the problem isn't in Oxfordshire, it sits with academies in other local authority areas, but any measures to improve the timeliness of the admission of Looked After Children would be welcome.</p>
<p><b>9. COUNCILLOR JOHN HOWSON</b></p> <p>What representations has the County Council made in relation to Oxford City Council's published consultation concerning plans for the future of Oxford Station?</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>The County Council has responded to the City Council's consultation on the Oxford Station SPD – please see appendix for copy of response. We did not send detailed comments due to the need to not prejudice any scheme coming forward in the future, but rather focused on the principles of the station area for the future so a more flexible approach can be adopted.</p>
<p><b>10. COUNCILLOR JOHN SANDERS</b></p> <p>It is unfortunate that the cabinet has agreed that Queen Street is to be closed to taxi and bus traffic. However, will the cabinet member explain why the plan:</p> <ol style="list-style-type: none"> <li>1. does not permit unloading outside the Town Hall main entrance but instead expects HGVs, catering vans and wedding limousines to operate from Blue Boar</li> </ol>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Q1 Does not permit unloading outside the Town Hall main entrance but instead expects HGVs, catering vans and wedding limousines to operate from Blue Boar Street which will require dangerous vehicle manoeuvres,</p> <p><i>A1. Loading will be permitted outside the town hall outside the hours of 12-8pm under the new arrangements, except for within marked loading bays. Prior to the consultation, it was identified that between 12 and 8 pm are the busiest times on St Aldates, and this was the time that loading should be restricted, to allow for a better flow of buses and reduce congestion.</i></p>



<p>Street which will require dangerous vehicle manoeuvres,</p> <p>2. requires taxis to perform a dangerous U-turn to join the queue in Cornmarket Street rather than open up Turl Street and Market Street for access to taxis only.</p> <p>3. does not include the introduction of benches for example in George Street, New Road and St. Aldates to assist visitors with walking difficulties now that they will need to walk further from their bus stops to access city centre shops?</p>	<p><i>We have met with the town hall during the consultation period, and identified that there is space for loading on Blue Boar Street, which could act as a replacement for the loss of loading on St Aldates between 12-8. We intend to meet again with relevant officers on this matter.</i></p> <p>Q.2 Requires taxis to perform a dangerous U-turn to join the queue in Cornmarket Street rather than open up Turl Street and Market Street for access to taxis only.</p> <p>A.2 <i>Taxis will not be able to use Turl Street / Market Street to access the queue, due to the automatic rising bollard in place at the entrance to Turl Street. Should this be lowered to allow taxi access, it would be possible for other vehicles to access these roads, and enforcement of this would be very challenging. It is envisaged that the rank will be very slow moving with taxis potentially queueing both sides of the 'U', and taxis are currently carrying out a similar manoeuvre on Queen Street, during the temporary closure for construction. We are meeting regularly with COLTA and the city council to discuss safety and operation of the rank, and have assurances from COLTA that their members will act accordingly, as they have done during the current temporary rank on Queen Street. This will be closely monitored once in effect.</i></p> <p>Q.3 Does not include the introduction of benches for example in George Street, New Road and St. Aldates to assist visitors with walking difficulties now that they will need to walk further from their bus stops to access city centre shops?</p> <p>A.3 <i>It is unlikely many routes will have longer walking distances as a result of the closure, as the city centre is gaining 15 new bus stops. Buses will be serving more of the city centre as they will serve the new Westgate centre, and this will give more opportunities to board at different locations around the city compared to at present. In addition, operators may decide to create more 'through' routes to avoid turning buses in the city centre, and this again would assist passengers (please note that this is a decision for operators to take, and not one the council can</i></p>
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	enforce).
<p><b>11. COUNCILLOR SUSANNA PRESSEL</b></p> <p>Botley Road, Oxford, is probably the most congested street in the County. The problems are mostly caused by <i>eastern</i> end of the street, near the railway station. In view of this, why are we proposing to spend a lot of money on the <i>western</i> section of the street?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>OCC carried out a corridor study along Botley Road, which identified measures required to improve the route. The study also estimated the cost of these works along sections of the route, and can be found here. <a href="https://www.oxfordshire.gov.uk/cms/content/ltp4-area-strategies">https://www.oxfordshire.gov.uk/cms/content/ltp4-area-strategies</a> . Building on the corridor study, we submitted a bid for £5M to the National Productivity Infrastructure Fund in June to implement some of the measures, and an announcement of whether this was successful is expected in the autumn. The bid focused on the area between Binsey Lane and Eynsham Road, and the proposals identified in the corridor study. The NPIF bid can be found here <a href="https://www.oxfordshire.gov.uk/cms/content/national-productivity-investment-fund">https://www.oxfordshire.gov.uk/cms/content/national-productivity-investment-fund</a>.</p> <p>The area in the bid was identified in the corridor study as having the potential for most improvement, and work will focus on providing consistent pedestrian, cyclist and public transport facilities (fully segregated where possible) along the length of the route. The improvements along this stretch would be the first phase of several phases, with the city centre / station end positioned as phase 2, once there is more certainty over the development context in this area.</p>

<p><b>12. COUNCILLOR SUSANNA PRESSEL</b></p> <p>Many people are put off from cycling because they feel it is unsafe. One of the things that make people feel safer on their bikes is good, visible road markings, e.g. for cycle lanes and advanced stop lines. In many parts of the County these have faded so much as to be almost invisible. Please can you dedicate more money to re-lining in future budgets?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>There is only a limited amount of funding for the maintenance of our road network the spending of which has to be considered against the value it brings for users but also to protect the condition of our network. There is currently a specific budget allocation of £609,000 for signs and lines across the county for the roads that we maintain. Some lining, such as that which you have mentioned, brings greater value than those others. With limited funding being available it is key that officers work with local members to work up a programme that reflects local priorities taking into account the wider network need. You have my commitment that I will ensure this happens more effectively than it does at present.</p>
<p><b>13. COUNCILLOR SUSANNA PRESSEL</b></p> <p>One of the most valuable lifelines for older people and people with disabilities are our community transport services, such as Comet and Aspire. They have become especially valuable since the removal of the subsidies to bus services that the scandalous government cuts have forced us to carry out. Please can you tell me how we can help these vital services to expand, since they are hugely over-subscribed?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The Oxfordshire Comet is definitely a success, providing transport to approximately three hundred plus people (includes Parish Group bookings) across the county as and when they need it, however, due to operational restrictions, vehicles are only available between 10.00am and 2.00pm due to Day Centre and School routes so it does have its limitations.</p> <p>Aspire is a social enterprise with charity status, that is a private not for profit organisation.</p> <p>Fleet services are currently trying to find ways to improve capacity on the Comet service but this is proving to be challenging due to the limited resources of drivers and vehicles available.</p>

**14. COUNCILLOR HANNAH BANFIELD**

Councillors want to see that changes to day care meet the needs of those who currently use these services as well as those who will need them in the future. In some areas Elderly People have raised concern that the services they have relied on to give them support and their careers respite may no longer be available. They feel insecure about attending centres where there will already be friendships groups and where they will feel outsider's .Concern has also been raised about Transport. Can the member for Adult Social Care re-assure the Council that no-one will lose the provision they have relied on?

**COUCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR ADULT SOCIAL CARE**

I can reassure Councillor Banfield and the Council that everyone who is currently attending our Learning Disability Day Services and our Health and Wellbeing Centres is being seen by a dedicated team of Oxfordshire County Council staff working in partnership with the Community Information Network to review people's needs, provide assessments and support people to consider their options.

For those people who do not have eligible needs for our new Community Support Service, the Community Information Network team is assisting them to find alternative options and activities in their communities, which could include for example: befriending, transport and practical support from a good neighbour scheme; attending a local lunch club; or joining a local social group.

There over 200 community and voluntary groups providing daytime support across the county, many of which provide opportunities to socialise, activities and hot meals; the majority of these have not previously received funding from Oxfordshire County Council.

I am therefore confident that suitable alternative day time options will be available for people, should they choose to use them. In fact, some people have already left the Health and Wellbeing Centres as they have started to attend their new day time services.

Oxfordshire Community and Voluntary Action (OCVA) is supporting voluntary and community services to identify alternative transport options where this is necessary, which includes the Council's bookable service, The Comet.

I appreciate that these changes may be difficult for some people, and that there may be understandable concerns about attending a new place. As demand for social care grows and government funding reduces, the changes we are making to our daytime support provision will ensure that the

	core service is secure for the Oxfordshire residents who need support now and in the future.
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Tom Morris  
Principal Economic Development and Spatial  
Officer  
Oxford City Council

**Director name – Susan Halliwell  
Director for Planning & Place**

25 August 2017

BY EMAIL ONLY

Dear Tom,

**Re: Oxford Station Area – Supplementary Planning Document**

Thank you for providing Oxfordshire County Council with the opportunity to submit comments on the Draft Oxford Station Area Supplementary Planning Document (SPD).

Oxford is a world class city located within the Oxfordshire Knowledge Spine as well as the nationally recognised Oxford to Cambridge Arc. As such the County Council is committed to working with Oxford City Council, Network Rail, and other partners to help shape development within the Oxford Station Area to create an exemplar gateway to Oxford.

The County Council has worked in the past with Oxford City Council and Network Rail to produce a masterplan for the site which included the creation of a transport interchange, provision of increased cycle parking and making the station a destination in its own right.

Redevelopment and improvement of the station is also embedded in the Oxford Transport Strategy.

Since the original station masterplan was developed, a number of areas have moved on, including the County Council's aspirations in the Oxford Transport Strategy, for world-class cycling and mass transit in the city, supported by demand management to reduce

traffic levels. These enhanced aspirations have led us to reconsider some elements of the previously agreed master plan. As ever, we will be keen to continue to work through these points with the City Council and Network Rail. We will also need to consider how the joint “City centre movement and public realm strategy” – to be commenced soon – might affect the master planning of the station.

The overall theme of our response is to encourage a higher degree of flexibility in the SPD, whilst still providing a robust framework that will deliver a high quality station that meets our shared growth, movement and urban design and aspirations.

### **Background**

1. Oxfordshire County Council recognises that the situation regarding the station will inevitably change and there may be external factors that drive the need to regularly review and update the planning guidance relating to it. Since the Oxford Station Masterplan was published in 2014 the situation surrounding the station redevelopment has changed to reflect more recent policies and decisions in relation to rail electrification, train services and city transport strategy.
2. The SPD, and the Masterplan behind it, must be an enabler to a successful station redevelopment, not a barrier, and should not stop new ideas or a different approach from being taken. It must be flexible enough to encourage a viable redevelopment scheme to be brought forward, even if a different design approach is taken.
3. Proposals may come forward that increase the chance of the station redevelopment going ahead and/or generate the funding needed to move the project forward. If so there may be a need to reconsider the principles of the masterplan, which may require the SPD or other detailed guidance to be updated.
4. We have therefore focused our comments mainly on principles and standards which we consider should be incorporated in a revised SPD, and have not commented on specific design or layout details.

### **Use of space & general design principles**

5. The SPD should provide a framework and guiding principles for design, but should not prescribe specific design solutions or use of space.
6. The desire for high quality public and amenity space must not be at the expense of the operational and servicing requirements of the station. For that reason, the SPD must require all development proposals to include a comprehensive servicing strategy.

7. There is an opportunity for the SPD to be more adventurous in how the space is used. An example would be to use cycle towers that make more of a feature of cycling in the city, or a multi-level building for vehicle activity such as car and cycle parking, drop-off and taxi that could release land for other uses.
8. The SPD should set out design principles that mitigate anti-social behaviour, minimise vandalism, and improve crime prevention to build public confidence in personal security.

### **Strategic & operational rail context**

9. The general principles within the Oxford Station SPD are welcomed. It is important that the SPD enables priority for pedestrians, cyclists and public transport users as well as maximising the use of land within the area.
10. The SPD should focus on the built environment surrounding the station, and not the internal layout which does require further work to refine how the space is used.
11. The SPD needs to be accurate and up-to-date, and therefore needs updating to reflect development that has taken place as part of East West Rail Phase 1. For example this altered station buildings, platforms and car parking north of the station building. The description of current services is incorrect and omits freight traffic which is one of the primary drivers for rail industry investment.
12. The SPD needs to set out the planning protocols and processes relating to the station area, including how the design principles will influence development that can be carried out without seeking planning permission from the City Council, by using the permitted development rights granted to Network Rail by the Town and Country Planning (General Permitted Development) (England) Order 2015.
13. The SPD needs to be endorsed by Network Rail as it is the principal landowner. Both councils will need to rely on Network Rail adopting the principles set out in the SPD when planning or approving development that takes place on its land.
14. The SPD must not compromise the functionality of the station and its ability to handle an increasing footfall of passengers. It must allow them to move freely between trains and other onward modes efficiently and safely, without being hindered by the scale or location of commercial or residential development.



15. The description of current services is inaccurate and misleading as it does not correctly identify the pattern of passenger services or quantify the number of freight trains; it presents only a partial picture. Freight is one of the main drivers for increasing capacity through Oxford, but has been overlooked in the SPD.
16. There is no recognition in the SPD of the specific requirements of the rail industry and the design, safety and technical standards that apply to station infrastructure. These include Railway Group Standards produced, managed and maintained by the Rail Safety and Standards Board, European Technical Specifications for Interoperability on Persons with Reduced Mobility and on Infrastructure, Network Rail's technical, procedural and acceptance standards, Fire Safety legislation for covered stations, Best Practice in Station Design: Design for Interchange, Safe by Design, and Accessible Train Station Design for Disabled People. These must be met in any development proposal to obtain acceptance by Network Rail.
17. The SPD needs to reflect European and national standards on accessibility for persons with reduced mobility and those with a condition covered by the Equality Act 2010. For example, the minimum number of designated blue badge bays must be 5% of the total car park capacity and be within 50 metres of the station entrance. This means that 24 spaces are required, not eight as shown. A similar number of bays should be enlarged standard spaces that can be adapted into designated blue badge parking in the future.
18. The security threat to the UK rail network remains high. The SPD must include design principles for station security measures that can be seamlessly incorporated into a public realm scheme, in particular for the control of vehicular access in and around the station. Further advice should be sought from British Transport Police and the Transport Security & Contingencies Directorate (TRANSEC).

### **Pedestrian and Cycle Facilities & Connections**

19. The County Council is supportive of the provision of high volume, high quality cycle parking at Oxford station that makes a strong, visible statement about the city's commitment to cycling. The cycle parking facilities should be easily accessible from the east and west of the station and should be exemplary in design. Legibility of the facility and safety of the users are paramount. Options for locating the bulk of the cycle parking either underground or above ground should be explored; it should not be assumed that underground cycle parking is the best option.
20. The SPD should indicate how the development provides easily navigable pedestrian links to key destinations such as Westgate, Oxpens and link to the proposed river connection to Osney Mead.

21. The front of the station should prioritise pedestrians and cyclists primarily, though this need not mean the exclusion of motorised modes.

### **Bus Interchange, Taxis and Long Stay Car Park**

22. The County Council recommends that the bus interchange, long stay car park, short stay car park, drop off and taxi rank be located in as close proximity together as possible. The principle of flexibility should be central to this. For example, if all types of parking and the taxi rank were provided within a single structure, it would be possible to alter the balance between the different functions without major work. This will be important as the nature of mobility changes over time, with decreasing car ownership and mobility increasingly seen as a service.

23. The location of bus interchange needs to be easily accessible to the station to allow for ease of mode transition, preferably under cover.

24. With regards to the bus interchange layout, further work will be needed in partnership with the station operator and bus operators to explore options for the layout and specification of the bus interchange, in the context of the city centre movement and public realm strategy which will soon be commissioned.

25. The SPD needs to be innovative and complement aspirations for a zero-emission zone and the introduction of new taxi licensing conditions, by requiring car parking and taxi ranks to include dedicated space for charging points that encourage the uptake of electric or hybrid cars.

### **Roger Dudman Way, Cripsey Road & Abbey Road**

26. The SPD currently proposes a station operational building, 50 short stay and 54 staff car parking spaces to the west of the station. If car parking is located to the west of the site the scheme should demonstrate minimal traffic impact to the residential areas of Cripsey Road and Abbey Road as well as not exacerbate pressure on the Roger Dudman Way and Botley Road junction. Further work will be required, including traffic modelling, to demonstrate how any proposals to alter traffic flows at the Roger Dudman Way/Cripsey Road/Botley Road junction will work.

27. The SPD would benefit from including a land ownership plan to identify what is referred to as “operational highway land”, the station leased area (if it is different) and the public highway. Although not mentioned in the narrative, it appears from some of

the drawings that Roger Dudman Way is stopped up and included in the development site with access from Botley Road via Cripsey Road. If so, the SPD must address the issue of maintaining access to the Co-op Nursery and the student accommodation at Port Meadow, and the impact on residential property.

### **Next Steps**

28. It is proposed that Oxfordshire County Council continue to work closely with Oxford City Council, Network Rail and other partners to further develop the SPD so that it provides a robust framework for the development of the station, but provides sufficient flexibility to ensure it is an enabler to development rather than a barrier.

If you have any queries on our comments, please contact me.

Yours sincerely  
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