

## Notice of a Meeting

### Growth & Infrastructure Scrutiny Committee Thursday, 17 February 2011 at 10.00 am County Hall

#### Membership

Chairman - Councillor David Nimmo-Smith  
Deputy Chairman - Councillor Nicholas P. Turner

<i>Councillors:</i>	Anne Purse	Pete Handley	John Tanner
	Roger Belson	Charles Mathew	David Turner
	Michael Gibbard	Keith Strangwood	

#### Notes:

*Date of next meeting: 5 May 2011*

#### What does this Committee review or scrutinise?

- Transport; highways; traffic and parking; road safety (those areas not covered by the Safer & Stronger Communities Scrutiny Committee); public passenger transport
- Regional planning and local development framework; economic development; waste management; environmental management; archaeology; access to the countryside; tourism
- The planning, highways, rights of way and commons/village greens functions of the Planning & Regulation Committee

#### How can I have my say?

We welcome the views of the community on any issues in relation to the responsibilities of this Committee. Members of the public may ask to speak on any item on the agenda or may suggest matters which they would like the Committee to look at. **Requests to speak must be submitted to the Committee Officer below no later than 9 am on the working day before the date of the meeting.**

#### For more information about this Committee please contact:

Chairman	-	Councillor David Nimmo-Smith E.Mail: david.nimmo-smith@oxfordshire.gov.uk
Committee Officer	-	Liz Johnston, Tel: (01865) 328280 liz.johnston@oxfordshire.gov.uk



Peter G. Clark  
County Solicitor

February 2011

## About the County Council

The Oxfordshire County Council is made up of 74 councillors who are democratically elected every four years. The Council provides a range of services to Oxfordshire's 630,000 residents. These include:

schools	social & health care	libraries and museums
the fire service	roads	trading standards
land use	transport planning	waste management

Each year the Council manages £0.9 billion of public money in providing these services. Most decisions are taken by a Cabinet of 9 Councillors, which makes decisions about service priorities and spending. Some decisions will now be delegated to individual members of the Cabinet.

## About Scrutiny

Scrutiny is about:

- Providing a challenge to the Cabinet
- Examining how well the Cabinet and the Authority are performing
- Influencing the Cabinet on decisions that affect local people
- Helping the Cabinet to develop Council policies
- Representing the community in Council decision making
- Promoting joined up working across the authority's work and with partners

Scrutiny is NOT about:

- Making day to day service decisions
- Investigating individual complaints.

## What does this Committee do?

The Committee meets up to 6 times a year or more. It develops a work programme, which lists the issues it plans to investigate. These investigations can include whole committee investigations undertaken during the meeting, or reviews by a panel of members doing research and talking to lots of people outside of the meeting. Once an investigation is completed the Committee provides its advice to the Cabinet, the full Council or other scrutiny committees. Meetings are open to the public and all reports are available to the public unless exempt or confidential, when the items would be considered in closed session

**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, giving as much notice as possible before the meeting**

**A hearing loop is available at County Hall.**

## AGENDA

1. **Apologies for Absence and Temporary Appointments**
2. **Declarations of Interest - see guidance note on the back page**
3. **Minutes** (Pages 1 - 8)

To approve the minutes of the meeting held on Wednesday 6 October 2010 (**GI3a**) and Monday 20 December 2010 (**GI3b**) and to note for information any matters arising on them.

4. **Speaking to or petitioning the Committee**

5. **Director's Update**

10.10

The Director for Environment & Economy will give an oral update on plans for implementing the Environment & Economy Business Strategy.

## SCRUTINY MATTERS

**To consider matters where the Committee can provide a challenge to the work of the Authority**

6. **Schools' Carbon Reduction Strategy** (Pages 9 - 12)

10.30

The report provides an overview of what Oxfordshire County Council has been doing as a part of the Schools' Carbon Reduction Strategy and outlines future work (**GI6**).

Report by Martin Tugwell, Deputy Director (Growth & Infrastructure)

Contact Officer: Susan Kent, Environment & Climate Change Manager, 01865 815089

***The Committee is invited to discuss and comment to the Cabinet Member for Growth & Infrastructure.***

7. **Renewable Energy Projects** (Pages 13 - 14)

11.00

The report provides an update on Oxfordshire County Council renewable energy projects and outlines the potential approach to be employed on both school and non-school sites (**GI7**).

Report by Martin Tugwell, Deputy Director (Growth & Infrastructure)

Contact Officer: Susan Kent, Environment & Climate Change Manager, 01865 815089

***The Committee is invited to discuss and comment to the Cabinet Member for Growth & Infrastructure.***

**8. Update on Carbon Management Programme** (Pages 15 - 18)  
**11.30**

The report provides an overview of the Carbon Management Programme, and outlines what Oxfordshire County Council is doing to increase energy efficiency (**GI8**).

Report by Martin Tugwell, Deputy Director (Growth & Infrastructure)

Contact Officer: Susan Kent, Environment & Climate Change Manager, 01865 815089

***The Committee is invited to discuss and comment to the Cabinet Member for Growth & Infrastructure.***

**9. Consultation on the Future of the Public Forest Estate** (Pages 19 - 22)  
**12.00**

The report provides an overview of government's public consultation on its intention to sell 15% of the Public Forest Estate (**GI9**).

Report by Martin Tugwell, Deputy Director (Growth & Infrastructure)

***The Committee is invited to consider the issues set out in this paper and highlight points for consideration in preparing the response.***

**10. LTP3** (Pages 23 - 32)  
**12.30**

The report outlines the work on the development of the Council's Local Transport Plan (LTP3) and outlines the comments that have been received through the consultation (**GI10**).

***The Growth & Infrastructure Scrutiny Committee is invited to:***

***(a) note the work conducted by the working group over the past year;***

***(b) consider the comments received on the Plan through consultation process, including adding any further views it may have;***

***(c) agree to the Working group continuing to meet for the next year.***

Report by Steve Howell, Deputy Director (Transport)

Contact Officer: John Disley, Strategic Manager (Policy & Strategy), 01865 810460

## **11. Forward Plan**

### **13.00**

The Committee is asked to suggest items from the current Forward Plan on which it may wish to have an opportunity to offer advice to the Cabinet before any decision is taken, together with details of what it thinks could be achieved by looking at any items.

### **13.05 Close of Meeting**

## Declarations of Interest

This note briefly summarises the position on interests which you must declare at the meeting. Please refer to the Members' Code of Conduct in Part 9.1 of the Constitution for a fuller description.

### **The duty to declare ...**

You must always declare any "personal interest" in a matter under consideration, ie where the matter affects (either positively or negatively):

- (i) any of the financial and other interests which you are required to notify for inclusion in the statutory Register of Members' Interests; or
- (ii) your own well-being or financial position or that of any member of your family or any person with whom you have a close association more than it would affect other people in the County.

### **Whose interests are included ...**

"Member of your family" in (ii) above includes spouses and partners and other relatives' spouses and partners, and extends to the employment and investment interests of relatives and friends and their involvement in other bodies of various descriptions. For a full list of what "relative" covers, please see the Code of Conduct.

### **When and what to declare ...**

The best time to make any declaration is under the agenda item "Declarations of Interest". Under the Code you must declare not later than at the start of the item concerned or (if different) as soon as the interest "becomes apparent".

In making a declaration you must state the nature of the interest.

### **Taking part if you have an interest ...**

Having made a declaration you may still take part in the debate and vote on the matter unless your personal interest is also a "prejudicial" interest.

### **"Prejudicial" interests ...**

A prejudicial interest is one which a member of the public knowing the relevant facts would think so significant as to be likely to affect your judgment of the public interest.

### **What to do if your interest is prejudicial ...**

If you have a prejudicial interest in any matter under consideration, you may remain in the room but only for the purpose of making representations, answering questions or giving evidence relating to the matter under consideration, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise.

### **Exceptions ...**

There are a few circumstances where you may regard yourself as not having a prejudicial interest or may participate even though you may have one. These, together with other rules about participation in the case of a prejudicial interest, are set out in paragraphs 10 – 12 of the Code.

### **Seeking Advice ...**

It is your responsibility to decide whether any of these provisions apply to you in particular circumstances, but you may wish to seek the advice of the Monitoring Officer before the meeting.

# Agenda Item 3

## GROWTH & INFRASTRUCTURE SCRUTINY COMMITTEE

**MINUTES** of the meeting held on Wednesday, 6 October 2010 commencing at 2.00 pm and finishing at 4.50 pm.

**Present:**

**Voting Members:** Councillor David Nimmo-Smith – in the Chair

Councillor Roger Belson  
Councillor Michael Gibbard  
Councillor Charles Mathew  
Councillor Keith Strangwood  
Councillor David Turner  
Councillor Roy Darke (In place of Councillor John Tanner)  
Councillor Jean Fooks (In place of Councillor Anne Purse)

**Other Members in Attendance:** Councillor Ian Hudspeth (for Agenda Items 5, 6, 7 & 9)

**Officers:**

Whole of meeting Director for Environment & Economy; E. Johnston (Policy Unit), G. K. Malcolm (Committee Services).

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
5	M. Tugwell, Interim Head of Sustainable Development
6	S. Howell, Deputy Director (Highways & Transport)
7	S. Kent & M. Tugwell (Environment & Economy)
9	S. Howell & M. Tugwell (Environment & Economy)

*The Scrutiny Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and agreed as set out below. Copies of the agenda and reports are attached to the signed Minutes.*

### 29/10 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS (Agenda No. 1)

Apology from:	Substitute
Councillor Pete Handley	-
Councillor Anne Purse	Councillor Jean Fooks
Councillor John Tanner	Councillor Roy Darke
Councillor Nicholas P. Turner	-

**30/10 DECLARATIONS OF INTEREST - SEE GUIDANCE NOTE ON THE BACK PAGE**

(Agenda No. 2)

Item 5:

Councillor Mathew declared a personal interest as local member for Eynsham;  
Councillor Gibbard declared a personal interest as local member for Yarnton.

Item 6:

Councillor Mathew declared a personal interest as a user of travel tokens.

**31/10 MINUTES**

(Agenda No. 3)

The Minutes of the meetings held on 13 May 2010 and 9 August 2010 were approved and signed subject at Minute 18/10 to clarification that it was Councillor Nicholas P. Turner who had declared the personal interest.

**32/10 SPEAKING TO OR PETITIONING THE COMMITTEE**

(Agenda No. 4)

Agenda item 5:

Councillor Lorraine Lindsay-Gale as a local member

Councillor Don Seale as a local member

Mr. Steve Thompson for the Parishes Against Gravel Extraction campaign  
(a copy of each address is attached to these Minutes).

**33/10 OXFORDSHIRE MINERALS AND WASTE DEVELOPMENT FRAMEWORK: CORE STRATEGY - PREFERRED MINERALS STRATEGY**

(Agenda No. 5)

The Forward Plan indicated that the Cabinet on 19 October 2010 would seek approval to agree the guiding principles for the Council's preferred minerals strategy for public consultation.

Following discussions at the Minerals and Waste Working Group on 27 September 2010 the Committee had an opportunity to comment to the Cabinet on the recommended way forward.

Mr Steve Thompson addressed the Committee.

Councillor Lindsay-Gale then addressed the Committee.

Councillor Don Seale then addressed the the Committee.

(The text of each address is attached to these Minutes).

Mr. Tugwell, Interim Head of Sustainable Development introduced the report (GI5) which set out the background to the Minerals and Waste Development Framework, the development and assessment of Minerals Strategy options, the views of the Minerals and Waste Plan Working Group and the next steps.



The Committee considered the report in detail with Councillor Hudspeth, Cabinet Member for Growth & Infrastructure and Mr. Tugwell who responded to members' questions and comments regarding in particular the three (revised) options and assessment for sand and gravel extraction and the consultation and decision processes. Councillor Mathew made a statement in support of the 'hybrid' option at paragraph 7.5 of the paper.

Following debate the Committee, in supporting the recommendation of the Working Group that the Council's preferred spatial strategy for sand and gravel working should be based on option 1 – concentrate extraction at existing areas of working - emphasised the importance of maximising the use of recycled aggregates as a means of reducing the need for primary aggregates. In addition, the Committee welcomed the work on the assessment of local need and stressed the importance of ensuring flexibility in supply to meet changes in demand.

### **34/10 CONCESSIONARY FARES**

(Agenda No. 6)

Mr. Howell, Deputy Director, (Highways & Transport) introduced a report (GI6) which provided an update on the current position regarding the Government's decision to move with effect from 1 April 2011 the responsibility for funding concessionary fares from district to county councils. He explained that the duty was in two parts, the issue of smart card passes and the reimbursement of bus operators for concessionary journeys in the Council's area, with discretionary powers to provide enhanced concessions. He outlined the differences between the existing district schemes, the exemption of special categories of service and the potential cost implications.

Members explored the changes, in particular issues around eligibility, carers and the less able travelling on bus services and using the Dial-a-Ride service, and implications for rail users. Mr. Howell confirmed that the arrangements for consultation were currently under consideration.

The Committee noted the report and thanked Mr. Howell and colleagues for the update and their work.

### **35/10 ENERGY CONSUMPTION TAX POSITION**

(Agenda No. 7)

Mr. Tugwell and Ms. Kent introduced a briefing paper on the Energy Consumption Tax position in the light of the introduction of the CRC Energy Efficiency Scheme which started in April 2010 and by April 2011 would introduce a tax on energy consumption. The scheme was designed to incentivise energy efficiency and required the Council to cover the amount of energy it forecast to consume each year, with results published in a league table each year. The paper gave the background to the scheme and a forecast based on the current information of the Council's likely position in the table, and actions which could improve the Council's performance.

The Committee supported early action to encourage energy efficiency and to improve the Council's position, and thanked Mr Tugwell and Ms Kent for their update and work.

**36/10 FORWARD PLAN**

(Agenda No. 8)

No topics from the current Forward Plan were identified for scrutiny.

**37/10 DIRECTOR'S UPDATE**

(Agenda No. 9)

The Director for Environment & Economy, the Deputy Director (Highways & Transport) and the Interim Head of Sustainable Development gave updates on Service and resource planning prior to the Star Chamber on 8 October 2010 for scrutiny committee members and portfolio holders, as follows:

Director for Environment & Economy - Property Asset Management;  
Deputy Director – Highways and Transport Services;  
Interim Head of Sustainable Development – Sustainable Development / Waste Partnership.

Members thanked the officers for the briefings and asked them to circulate where possible the presentation slides to Committee members.

..... in the Chair

Date of signing .....

## **GROWTH & INFRASTRUCTURE SCRUTINY COMMITTEE**

**MINUTES** of the meeting held on Monday, 20 December 2010 commencing at 8.00 am and finishing at 10.05 am

**Present:**

**Voting Members:** Councillor David Nimmo-Smith – in the Chair

Councillor Michael Gibbard  
Councillor Stewart Lilly (In place of Councillor Keith Strangwood)  
Councillor Charles Mathew  
Councillor Zoé Patrick (In place of Councillor Anne Purse)  
Councillor Lawrie Stratford (In place of Councillor Pete Handley)  
Councillor John Tanner  
Councillor Melinda Tilley (In place of Councillor Roger Belson)  
Councillor David Turner  
Councillor Nicholas P. Turner (Deputy Chairman)

**Other Members in Attendance:** Councillor Ian Hudspeth

**Officers:** Assistant Chief Executive & Chief Deputy Director Environment & Economy – Highways and Transport, Deputy Director Environment & Economy – Growth and Infrastructure; L. Johnston, S. Whitehead (Chief Executive's Office)

*The Scrutiny Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda tabled at the meeting. Copies of the agenda, reports and schedule are attached to the signed Minutes.*

### **38/10 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS** (Agenda No. 1)

Apologies were received from Councillor Belson (Councillor Tilley substituting), Councillor Handley (Councillor Stratford substituting), Councillor Purse (Councillor Patrick substituting) and Councillor Strangwood (Councillor Lilly substituting).

Apologies were also recorded from Councillor Rodney Rose, Cabinet Member for Transport who was unwell (Councillor Hudspeth, cabinet member for Growth and Infrastructure attending on his behalf).

**39/10 MINUTES**  
(Agenda No. 3)

It was agreed that the minutes of the meeting held on 6 October 2010 be considered at the next meeting.

**40/10 SPEAKING TO OR PETITIONING THE COMMITTEE**  
(Agenda No. 4)

The following request to address the meeting had been agreed:

Item 5 – Mr Day

**41/10 SERVICE AND RESOURCE PLANNING 2010/11-2014/15**  
(Agenda No. 5)

The Committee considered a report (**GI5**) containing the Business Strategies and savings proposed for their service areas.

Mr Day spoke on the growth and infrastructure proposals relating to waste management, supporting an alternative approach.

There was general agreement on all of the proposals, but the Committee AGREED to recommend the Cabinet to bear the following points in mind when making decisions:

**Transport** [Highways; traffic and parking; road safety (those areas not covered by the Safer & Stronger Communities Scrutiny Committee); public passenger transport]

- The Committee supported in principle the Park and Ride charging proposals, and recommend that that any parking charge system introduced is easy to implement and understand but also spreads charges fairly across user groups, in particular bearing in mind those who Park and cycle and those who park and do not go into the City.
- There is a need to ensure we are achieving maximum savings from contractual arrangements with Partners
- It is important that we realise opportunities to explore retail opportunities at Park and Ride sites for future income generation
- Any changes to levels of bus subsidy need to be very carefully considered, particularly taking into account subsidies needed for new bus routes.

**Growth & Infrastructure** [Regional planning and local development framework; economic development; waste management; environmental management; archaeology; access to the countryside; tourism]

- It was agreed that any energy saving proposals need to have sound business cases sitting behind them.

- The impact of changes to waste recycling centres on present and likely future communities need to be carefully considered.
- Opportunities for working with partners on some Council services should be explored for future budget proposals.

**Capital**

- The committee was in general agreement that any movement in Capital would be helpful in addressing issues in Highways Maintenance.

During the discussion Councillor Mathew referred to empty council properties in his division and the need to ensure that property assets were managed to maximise earnings. He asked that consideration be given to an urgent review.

..... in the Chair

Date of signing .....

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## GROWTH AND INFRASTRUCTURE SCRUTINY COMMITTEE

THURSDAY 17 FEBRUARY 2011

**Schools' Carbon Reduction Strategy and Support Matrix** - for information only

### **Background**

1. Oxfordshire schools constitute 70% of Oxfordshire County Council's energy tax liability, which was introduced through the CRC Energy Efficiency Scheme in April 2010.
2. Due to the introduction of the energy tax and current forecasts of a 40% rise in energy prices over the next 10 years, the Council has developed a Schools' Carbon Reduction Strategy to ensure schools are incentivised and supported to reduce their energy bills through energy efficiency.
3. The Schools' Carbon Reduction Strategy was developed after two rounds of consultations with schools during the summer and autumn of 2010 and has since been approved by the Schools Forum and the Climate Change Board. The strategy underpins part of the Environment & Economy directorate's approach to energy management captured in its Business Strategy 2012/13.

### **The Strategy**

4. The Schools' Carbon Reduction Strategy looks to ensure schools are able to '*measure, understand and take action to reduce their overall carbon footprint*', through improved energy management. This in turn will reduce the Council's tax liability and subsequently reduce energy costs for schools.
5. To incentivise the delivery of this overarching objective an Energy Management System Support Matrix (figure 1) provides an outline of the steps schools should take to improve their energy management. This includes the support mechanisms that are currently available to schools that will enable them to maximise the cost saving opportunities available to them and achieve the intended outcomes within the strategy.

### **The Support Matrix**

6. A delivery plan outlining the support services and their anticipated outcomes is to be approved by the Climate Change Board in March 2011. Work currently underway, detailed below, will underpin the delivery plan ensuring it is effective in both complying with the energy tax and supporting schools to reduce their energy bills through energy efficiency.

#### **Automatic Meter Readers (AMR):**

- a. The installation of AMRs on 85% of the Council's sites is underway. The meters will provide schools with actual meter reads automatically on a 24 hour basis.
- b. A web based tool is under development that will enable each school to access their energy data quickly and easily to help them with budgeting, forecasting and monitoring the success of their energy management action plans. In the coming year it is anticipated that this tool will be linked to the Schools' online learning platform so the information can be used within lessons.

**Building/Occupant Audit**

- c. By March 2011 over 60% of schools would have received an energy survey within the last 2 years. The surveys identify energy saving opportunities for schools and advises on the low cost not cost options, through to larger investments. Larger projects are signposted to funding streams if applicable.

**Financial Support**

- d. Salix (interest free) and Prudential loans continue to be made available to schools to invest in energy efficiency measures. In 2010/11 over 60 (20%) schools expressed an interest in taking up these loans and work is underway to ensure this interest is translated into the installation of energy efficiency measures.

**Curriculum Support and Communication**

- e. The Energy Busters (primary schools) and Schools Energy Efficiency Programme (secondary schools) continue to provide additional bespoke support to schools, helping them to focus on the appropriate steps they need to take within the matrix.
- f. Additionally a stakeholder analysis is leading to focused communications and support materials being made available to all schools regardless of any other support they may have received to ensure schools will be informed to a minimal level required to implement the stage of the matrix. Parts of this will be trialled with some volunteer school stakeholders in the coming weeks.

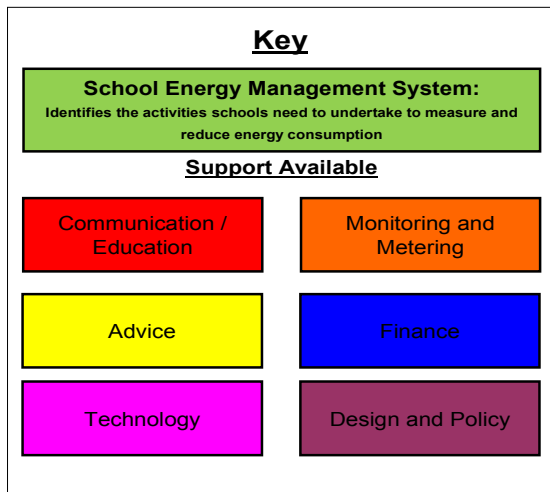
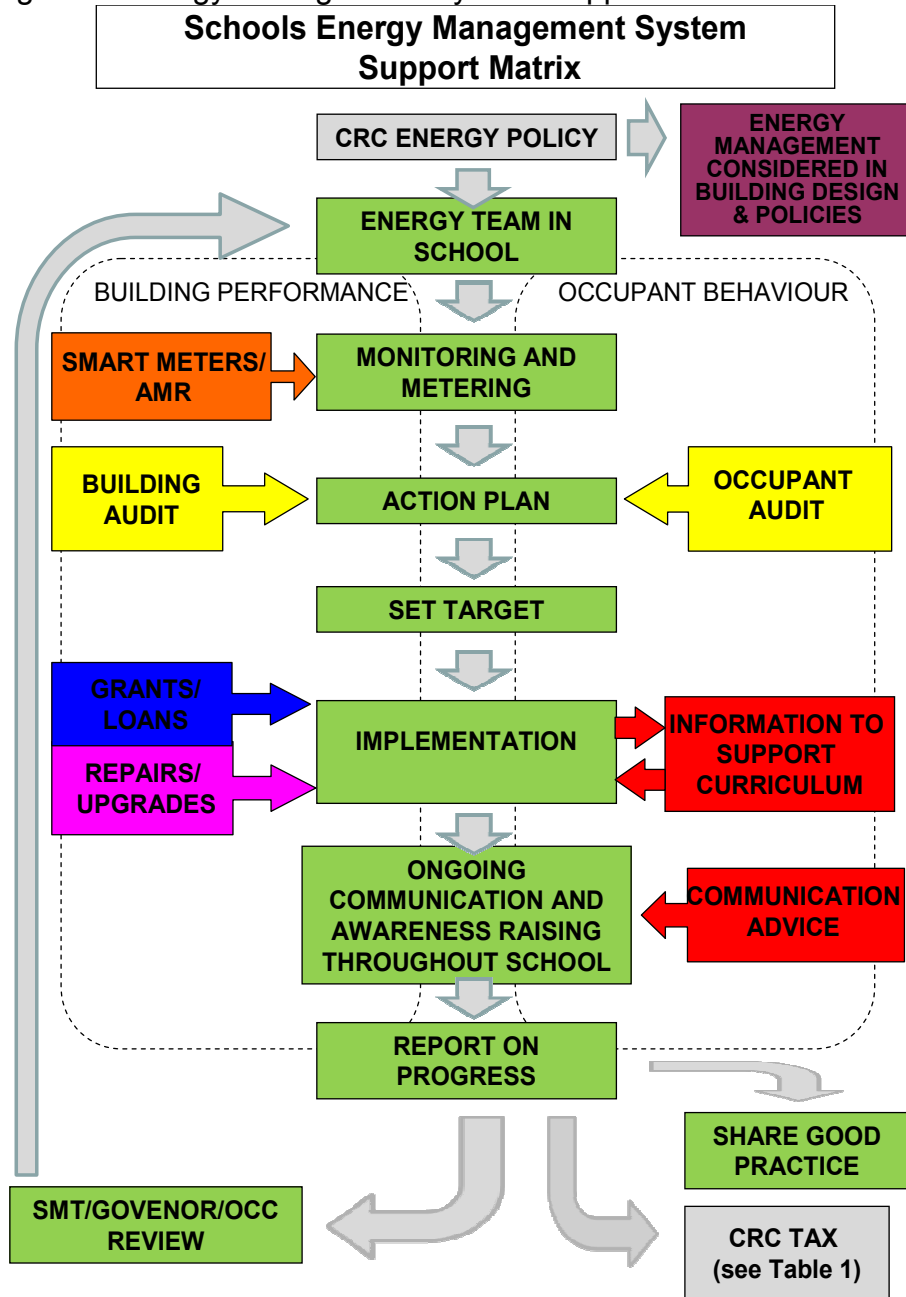
- g. **The Growth & Infrastructure Scrutiny Committee is invited to note the report and make comments to the Cabinet member.**

Martin Tugwell  
Deputy Director (Growth & Infrastructure)

Contact Officer: Susan Kent, Environment & Climate Change Manager  
Tel: (01865 815089)  
Email: Susan.kent@oxfordshire.gov.uk



Figure 1: Energy Management System Support Matrix



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## GROWTH AND INFRASTRUCTURE SCRUTINY COMMITTEE

THURSDAY 17 FEBRUARY 2011

### **Update on OCC Renewable Energy Projects**

#### **Background**

1. Installing solar panels on the roofs of Council-owned buildings has been identified as an income generating opportunity through the 2010/11 E&E Business Strategy that can contribute to efficiency savings through improved energy management. Solar panels are relatively simple to install and maintain, and many of the Council's properties are well suited to this technology. The Council is in a good position to take advantage of the business case outlined below and invest in this renewable energy technology.

#### **Feed in Tariffs (FITs)**

2. On 1<sup>st</sup> April 2010 the Government introduced the 'Feed-In Tariff' (FIT) scheme to encourage the uptake of renewable energy projects in the UK. The scheme pays solar panel generators a guaranteed price for the electricity they produce over a 25-year period. Return on investment of between 7% and 10% is expected for a typical small-scale system.
3. The financial benefits of the scheme are skewed to benefit early adopters. The Feed-In Tariff (FIT) for projects installed between April 2012 and March 2013 will be 9% lower than those installed between April 2011 and March 2012. The tariff will then be revised, or possibly removed, for projects installed after March 2013, depending on the uptake of solar panels at the time. Hence it is critical that the Council moves quickly to maximise its financial gains and energy benefits.
4. The Feed-In Tariff has stimulated the market, and the Council has a number of installation options available. A number of suppliers are offering to install the panels for free in exchange for the Feed-In Tariff income over a 25-year period. This model is not advantageous to the Council as valuable long-term revenue streams would be handed over to third parties.
5. The optimum model for the Council is to invest its own funding in solar panels to maximise the long term financial benefits, taking advantage of both the guaranteed future revenue streams and reduced energy bills. Similarly, schools will maximise their financial returns by either taking out a loan or using their own capital to pay for their systems.

#### **Proposed Approach for Non-School Sites**

6. Given this background a business case was submitted to the Capital Investment Board (CIB) in December 2010 recommending the approval of a £730,000 investment programme to install 200kW of solar panels on non-school property by March 2012. The CIB recommended these capital funds be released, and a final decision will be made in February at the full Council.
7. Below is a summary of the financial implications for the Council, for the installation of 20 x 10kW solar panel systems comparing 2 options of funding: 1. from existing

OCC capital resources; 2. taking out additional Prudential Borrowing. A number of assumptions were made that are available upon request.

*Table 1: Financing options and return on investment*

	<i>Option 1 No Borrowing</i>	<i>Option 2 Prudential Borrowing</i>
Capital Requirement	£730,000	£0
Present Value of Net Revenue Budget Savings over 25 years	£1,008,120	£267,100
Net Present Value of the Programme	£285,180	£267,100
Simple payback	12 years	12 years
Rate of Return	10%	7%

8. The Capital Investment Board has agreed to Option 1 which allows for revenue to be generated through the Feed-in Tariffs totalling approximately £25,000 per annum from 2012/13 onwards. All installations, maintenance and project management costs have been factored into the financial analysis.

### **Proposed Approach for School Sites**

9. A scheme to assist schools with the installation of solar panels is currently being developed. This scheme will likely involve the following support mechanisms:
- The Council could offer the school *financial assistance* in the form of a loan, to allow the schools to fund the upfront costs of the systems. The schools are then able to accrue all of the financial benefits resulting from the Feed-In Tariff once the loan is paid off.
  - The Council could set up a *procurement framework* to assist schools with the process of procuring their systems, ensuring value for money.
10. The above support may only be made available to schools that are in the process of installing, or have already installed, energy efficient interventions.
11. A meeting has already been held with the finance leads in CYP&F. A paper, outlining the proposed scheme, will be submitted to the Schools Forum's Services and Contracts Subcommittee for approval at their next meeting in February.
- 12. The Growth & Infrastructure Scrutiny Committee is invited to note the report and make comments to the Cabinet member.**

Martin Tugwell, Deputy Director (Growth & Infrastructure)

Contact Officer: Susan Kent, Environment & Climate Change Manager,  
(tel: 01865 815089)

## GROWTH & INFRASTRUCTURE SCRUTINY COMMITTEE

THURSDAY 17 FEBRUARY 2011

### **Carbon Management Programme Update January 2011**

#### **Overview**

1. Below is a brief summary of the status of the Council's carbon reduction/energy efficiency projects. This update was circulated virtually to the Climate Change Board on 31 January 2011. Overall progress in delivering projects has varied partly due to the review of the capital programme review. The collection of accurate energy data remains to be an issue during 2010/11; however, the current project to install automatic meter readers will resolve this issue from 2011/12 onwards.

#### **Energy Efficiency**

##### Property

2. Further surveys have been undertaken at non-school sites, and a programme of 90 energy savings projects has been drawn up to be delivered from February 2011 to March 2012. Funding for these projects has been allocated in the capital programme.
3. In addition to technical solutions, the surveys identified areas where behavioural change could yield energy savings; discussions between Property Asset Management and Mouchel Parkman are taking place concerning how to encourage these behavioural changes.
4. A business case to fund the installation of renewable energy on the Council's non-school buildings has been incorporated in the capital programme. If successful it will allow 200kw solar panels to be installed in our buildings next financial year.

##### ICT

5. A desktop virtualisation trial will be held in ICT next financial year. Energy data will be collected before, during and after the trial to determine if the savings are significant enough to warrant a roll out of virtualisation to other offices.
6. A trial will be held in the next financial year on the Council's Multi Function Devise printers (MFDs). The trial will look at the possibility of putting MFDs on an automatic timer which will switch them off over night and back on again in the morning.

##### Street Lighting

7. The Street Lighting team continue to work on converting lighting columns to part-night lighting. Equipment has been ordered, and plans for the roll-out have been drawn up. However, currently it is unclear if a consultation will

need to be held with residents prior to any part-night implementation; a decision is expected from Highways and Transport shortly.

#### Eco-Offices

8. Six of the ten offices managed by Facilities Management have action plans to reduce energy use through the eco-offices project. The facilities managers in the buildings are being given one to one support and guidance as to how they can reduce energy consumption.
9. A staff consultation is currently being developed and will be published during climate change week in March. The consultation will inform future work that will enable behavioural changes needed to reduce energy consumption in our buildings.

#### **Travel**

10. Anyone who has an Oxfordshire County Council vehicle should now have a fuel card. Discussions have begun to determine how and if it is possible to provide schools with fuel cards for their mini buses. Fuel cards improve our mileage data collection process and provide financial savings.
11. The travel behaviour team are working with the Environment and Climate Change team and Strategic HR to design a programme to support staff to reduce their travel mileage in personal vehicles.

#### **Schools**

12. The Schools' Carbon Reduction Strategy has been approved by the Climate Change Board and Schools Forum. To underpin the strategy and its delivery plan a series of initiatives are currently being implemented including:
  - a. 97 schools will be receiving energy surveys between Jan 2011 and March 2011; this will enable more energy saving projects to be identified.
  - b. The first phase of installing automatic meter readers (AMR) has begun, which looks to install meters on 85% of sites. AMRs will capture accurate and timely meter readings, and will allow schools to view their energy use easily.
  - c. An alternative lighting trial that uses LEDs rather than traditional lighting has begun in one school. The trial is being measured and monitored to see if these types of lights can deliver higher energy savings and rolled out to more schools.
  - d. A second trial has begun in another school looking to reduce their energy use from their ICT equipment. Measurements will be taken before and after the trial to determine if savings are made.

## Data Collection

13. Data collection for our energy use has proven difficult this year due to the Council's new energy supplier using estimated data. Due to the majority of sites only having access to estimated data, it has not been possible to provide accurate quarterly data. Actions are being taken to ensure meter readings are obtained by March 2011, to ensure accurate reporting of our Carbon Reduction Commitment footprint and the Carbon Management Programme year end report.
14. **The Growth & Infrastructure Scrutiny Committee is invited to note the report and to make comments to Cabinet member.**

Martin Tugwell, Deputy Director (Growth & Infrastructure)

Contact Officer: Susan Kent, Environment & Climate Change Manager (tel: 01865 815089)

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## GROWTH & INFRASTRUCTURE SCRUTINY COMMITTEE

THURSDAY 17 FEBRUARY 2011

### **CONSULTATION ON THE FUTURE OF THE PUBLIC FOREST ESTATE Report by Deputy Director Growth and Infrastructure**

#### Introduction

1. The Coalition has set out its intention to sell 15% of the Public Forest Estate. Powers to enable the sale are contained in the *Public Bodies Bill 2010*. A public consultation was launched on 27 January. Consultation documents and a map are available at the DEFRA website. The deadline for the response is **24<sup>th</sup> April**.
2. The Public Forest Estate (PFE) refers to the 18% of England's woodlands currently managed by Forestry Enterprise on behalf of the Government. The consultation sets out a move away from the Government owning or managing woodlands in England, and principles behind the disposal. It proposes a mixed model whereby woodlands are categorised (large commercial; small commercial; multi-purpose; heritage/community) to help determine suitable new owners.

#### Oxfordshire's Woodland Resource and Public Forest Estate

3. The consultation includes 641ha of the 740ha Forest Enterprise managed woodlands in Oxfordshire. At 5% of woodlands, the total PFE in Oxfordshire is low compared to neighbouring counties: of the remainder, 94% of woodland is in private ownership and 1% in other public ownership. Oxfordshire has the lowest woodland cover in the south-east at approximately 8%. However some landscapes are very well-wooded.
4. The PFE woodlands being consulted on are mainly located in The Chilterns AONB. There is also Oxon's 137ha Waterperry wood, which is part of the Forest of Bernwood to the east of Oxford on the Oxon/Bucks border.

#### Summary of some of the public issues

##### *Future use and management of the woodlands*

5. All woodlands are protected from harmful development and deforestation under national planning policy and legislation, Environmental Impact Assessment regulations and Forestry Commission felling licences. When development is proposed which may harm woodland, the planning authority will decide whether the benefits of the development outweigh the harm, and therefore whether permission is granted. Woodlands with European or national environmental designations (SACs & SSSIs) are protected by European and national legislation (Habitats Regulations 2010, W & C Act 1981, CROW Act 2000). Consent is needed from Natural England before land management works are undertaken.
6. There are issues however, around management of woodlands. The PFE is sustainably managed for multiple public-benefit objectives, including timber, recreation, biodiversity, heritage, landscape and carbon sequestration and storage –

benefits valued at £600 million per annum. These benefits may be lost if the woodlands are managed privately, as demonstrated by the many UK (and Oxfordshire) private woodlands which lie unmanaged. The Oxfordshire Woodland Project was set up to address some of these issues by helping landowners actively manage their woodland assets.

### *Public Access*

7. Forest Enterprise currently provides greater levels of public access beyond the CROW Act (open access land) requirements, including permissive access on all freehold and some leasehold sites, of benefit to walkers, cyclists and horseriders. In addition the PFE sites managed for recreation are very well known and liked by the public, providing a trusted visitor 'brand'. Covenants can be applied to woodlands sold by the PFE to preserve access and other public benefits, but on re-sale these can be removed.

### *Categories of Woodland and Future Ownership*

8. The sale of the PFE could create opportunities for private owners, charities and community groups to own and manage woodlands – although some charities have indicated that costs could be prohibitive. Broadly the consultation proposes that different types of owners would be found for different categories of woodlands. Oxfordshire's Chilterns woodlands are categorised as 'small commercially valuable' where 'levels of public benefit are generally low or moderate'. Local people and groups may disagree with these designations, feel that public benefits are higher, or want more safeguards on future ownership and management. Waterperry (Bernwood) is categorised as 'Heritage', with high public benefits.

### *Government as Regulator and Owner*

9. The Forestry Commission is made up of 3 distinct bodies, and in addition has devolved governance (England, Scotland and Wales). In England the PFE is managed by the Forestry Commission's agency, Forest Enterprise. Since the 1990s grants and regulation have been undertaken by a separate body - The Forestry Commission - to address and remove potential conflicts of interest. As the distinction is largely irrelevant to the public Forest Enterprise brands its sites as 'Forestry Commission' because it has more public resonance.

### *Wider Forestry Issues*

10. Timber is the UK's 6<sup>th</sup> largest import, but as noted above many of the UK's private woodlands lie unmanaged. Forestry Enterprise manages 18% of the nation's woodlands, but produces over 70% of timber, indicative of wider issues in the industry needing to be addressed. The consultation does not address wider these. The proposal may therefore lead to a decrease in national production and increased reliance on imports, where sustainable woodland management is even more difficult to guarantee.

### *Recommendation*

11. The County Council will submit a response to the consultation. The Committee is invited to consider the issues set out in this paper and highlight points for consideration in preparing the response.

**GROWTH AND INFRASTRUCTURE SCRUTINY COMMITTEE**  
**THURSDAY 17 FEBRUARY 2011**

## ANNEX 1

<b>Name of woodland</b>	<b>ha</b>	<b>Classification</b>	<b>Location</b>	<b>Division</b>
Waterperry woods	137	Heritage woodland (Part SSSI)	East of Oxford (Oxon/Bucks Border(adjacent to 275ha Shabbington woods in Bucks, collectively known as Bernwood)	Chalgrove
Cowlease Wood	30	Small commercial	Chilterns - Nr Lewknor, Stokenchurch and Aston Rowant NNR	Watlington
Queens and Stoner/ Watlington Woods.	0.7/116. 5	Small commercial	Chilterns - Nr Christmas Common	Watlington
College Wood		Small commercial		Watlington
Basset & Ipsden Wood	38	Small commercial	Chilterns - Nr Checkendon	Henley North and Chilterns
Hook & Cane End Woods	19	Small commercial	Chilterns -Nr Checkendon	Henley North and Chilterns
Burton Platt/ Greyhone Wood (adjacent)	40ha/11	Small commercial	Chilterns - Nr Stoke Row	Henley North and Chilterns
Crowley Park	76.5	Small commercial	Chilterns- Nr Sonning Common/Binfield Heath	Sonning Common
Home Field and Heath Wood	100	Small commercial	Chilterns - Nr Marlow/Hambleton	
Poynatts Wood	25		Chilterns - Nr Skirmett	
Buscot & PT Coleshill Estate	167	Small commercial	Faringdon	Faringdon
<b>Total</b>	<b>760.7</b>			

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## **GROWTH & INFRASTRUCTURE SCRUTINY COMMITTEE**

**THURSDAY 17 FEBRUARY 2011**

### **GROWTH & INFRASTRUCTURE SCRUTINY OF LOCAL TRANSPORT PLAN 3**

#### **REPORT FROM THE WORKING GROUP**

##### **Introduction**

1. In July 2009 the Growth & Infrastructure Scrutiny Committee commissioned a working group of its members to take a closer look at the Council's Local Transport Plan<sub>1</sub> (LTP3) as it was being developed. The group, made up of Councillors Nimmo-Smith, Greene, Gibbard, Mathew, Purse and Tanner, supported by officers from Transport and corporate Policy, has met regularly since September 2009.

##### **Purpose**

2. Scrutiny has an important role in influencing the shape of LTP3, and the remit of the LTP3 working group has been to scrutinise the Plan as it progresses. As such, the group's focus has been on contributing their comments at all major stages of LTP3's development. Many of the working group's suggestions have been taken into consideration and the outcomes of meetings during the formative stages of the Plan were reported to this Committee in March 2010.
3. Since then, the Working Group has helped guide the subsequent stages of the Plan, notably finalisation of Policies, development and consultation on Scenarios and preparation of the draft Plan for public consultation. It had been intended that it would take a lead role in planning 'roadshows' as part of public consultation and engagement with the Plan, but the changing financial circumstances at the Council meant that these did not take place. Most recently, the Group reviewed the outcomes of the consultation to inform the finalisation of the Plan. This report focuses on these outcomes.

##### **Outcomes of the Consultation Process**

4. Consultation with stakeholders and the public on the draft LTP has now finished. Over 600 comments were received from around 250 consultees. The main points raised, and the proposed Council response to them, are outlined in the table below and were discussed by the Group at a meeting last month. The Working Group also requested that a more extensive summary of the main comments on each chapter of the LTP be produced and these are set out in Annex 1.

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<b>Comment</b>	<b>Response</b>
Opposition to Cogges Link Road, Witney	OCC to maintain support as previously agreed, in the context of the significant amount of developer funding available which meets most of the cost of this scheme.
Impact of HGVs on rural roads & villages	Each problem to be considered in terms of its value for money in meeting LTP objectives. Context is countywide HGV routing map which provides principles, with further work needed to agree and deliver priorities.
Park & Ride expansion (comments in favour and against)	OCC to look for opportunities to expand in Oxford and investigate possibilities for remote sites
A40 congestion issues	Still a high priority but withdrawal of funding for Access to Oxford scheme means there is unlikely to be an early solution. Oxford City LDF Core Strategy and the proposed 'Northern Gateway' development site provides a potential for external funding for priority schemes
Cross boundary issues	Text to be added in final draft especially re proposals for development at Reading and Swindon
Need for new river crossing north of Didcot	Scheme would be highly expensive and currently no funding route available so not included for delivery in LTP3, but retained as a possible longer term scheme
Need to deal with Bicester village traffic	Although problems have arisen mainly as a result of the planning process, OCC to continue to work with Bicester Village to develop solutions; some relief may come from other schemes planned for town (e.g. Bicester SW Link Road). Investigating possibility of P&R
Lack of Implementation Programme	See comments below
Support for A34 Lodge Hill south-facing slip roads	No strong technical justification or (development) funding to pay for this scheme. Any decision on this lies with Highways Agency who has historically opposed proposals for additional accesses onto A34.
Support for Grove & Wantage Station	Remains in LTP3 as part of longer term strategy for rail development and transport in Science Vale
Retain Kidlington Station proposal	Has proved difficult to attract required interest from railway industry. Water Eaton would have more services and better connections to Oxford and London. Proposed to retain Kidlington station as a possible longer term scheme, in the context of prioritizing work on the Water Eaton proposal and investigating better connections to it, e.g. from Kidlington.

5. The main points raised by the Working Group on these were:

- Routing of HGVs, including updating the Council's lorry routing map, needed to be more prominent in the Plan, so that this policy area carries greater weight;
- The possibility of a railway station at Kidlington needed to be kept open, in the context of the station at Water Eaton being the Council's priority;
- There is a need to investigate value for money, low cost solutions where possible, e.g. using existing private car parks for Park & Ride, rather than develop new.

Any observations or comments from this Committee on the consultation responses are invited, so that these can be reported to Cabinet next month.

## **Next Steps**

6. The final stage of the project is completing the Plan, for submission to Cabinet for approval on 15<sup>th</sup> March. The main elements of this work will be:

- (i) Finalising a capital delivery programme, with detailed proposals for years 1 and 2, outline proposals for years 3 to 5 and indicative schemes for beyond 2015/16;
- (ii) Developing a monitoring framework, including setting any targets;
- (iii) Updating the Plan to take account of any changes since the draft Plan was published in October (for example the publication of the Transport White Paper), as well as those arising through the consultation process;
- (iv) Completing the Equality Impact Assessment, Strategic Environmental Assessment and Habitats Regulation Assessment work.

7. On point (i), the Council has committed to key schemes which it is funding or is the lead authority on, including Didcot Station Forecourt, Witney Cogges Link Road and the A40/Downs Road junction. In addition, some of the funding previously identified for developing the "Access to Oxford" scheme has now been reallocated to deliver junction upgrades at the three key ring road junctions on the southern approaches to Oxford: Hinksey Hill Interchange, Kennington Roundabout and Heyford Hill Roundabout. However, the financial position remains very tight and, although the transport capital settlement outlined by central Government before Christmas was slightly better than expected, the significant pressures on capital across the Council as a whole means that capital funding for other, more local transport schemes will remain very limited over the first 5 years of the Plan. Currently less than £1m per annum is identified for these measures, although this will be supported by a programme of schemes to be funded from developer contributions. In addition, we are exploring ways of leveraging in external funding where possible - opportunities include the Regional Growth Fund (where we are progressing bids for East West Rail, Oxford Station/Frideswide Square and Science Vale UK) and the Local Sustainable Transport Fund. We are also prioritising how developer funding is used to support LTP3 priorities where it is specifically for these schemes or is flexible enough to be used for those purposes.

8. Following the consultation, further changes will be made to the Plan, including a greater emphasis in the summary document on setting the overall Oxfordshire context and planning for strategic development.
9. Beyond approval of the Plan by Cabinet (and its proposed adoption by Full Council in April), LTP3 will be a living document that will be reviewed and updated, probably at least annually initially. In addition, because the implementation Plan is not yet fully developed, work on this will need to take place over the next few months. Given this, and the value that the Working Group has brought to the LTP3 development process, it is proposed that the Group continues to meet on a quarterly basis, to help guide this work.

## **RECOMMENDATION.**

### **10. The Growth & Infrastructure Scrutiny Committee is recommended to:**

- (a) note the work conducted by the working group over the past year;**
- (b) consider the comments received on the Plan following the consultation process, including adding any further views it may have;**
- (c) agree to the Working group continuing to meet for the next year.**

Contact Officers: John Disley (01865 810460)  
Liz Johnston (01865 328280)



## Draft Local Transport Plan 2011-2030

### Summary of comments received

The following are the different points raised in the responses to the draft Oxfordshire Local Transport Plan 2011-2030. The order of any comment within the list for each chapter should not be taken to denote either its merit or the strength with which that comment was expressed; neither should it be taken that inclusion in this list connotes the acceptance of any comment as being valid by OCC. A full list of the comments, complete with officer response and recommendation, will be published prior to the March 2011 Cabinet Meeting.

### General comments

Generally overall for the Plan's strategy but concern that the Plan:

- \* is aspirational and doesn't include a realistic action plan;
- \* does not consider interests of non-car users fully;
- \* should include more proposals for remote park and ride
- \* needs to put more emphasis on reducing carbon emissions
- \* should address enforcement issue
- \* needs to set out mechanisms for local councils to contribute to strategy development and implementation
- \* needs to include more on partnership working

### Chapter 1 - Our Ambitions

Need more clarity on role of Science Vale in LTP and where it sits with regard to settlement types and preferred scenarios

### Chapter 2 - The Challenges

No major issues but support for greater promotion of walking for health and for the environmental impact of actions to be a major determinant of programming.

### Chapter 3 - Transport in Oxfordshire

Support for need to make substantive efforts to reduce car use and switch to public transport, active travel, walking and cycling, and the needs of disabled people. Feeling that the aims and objectives of schemes should be clearly set out ahead of implementation; that OCC need to liaise better with neighbouring authorities and support for delegation of some service provision to local communities.

### Chapter 4 - Maintenance

There were calls for better management of weather related issues, especially snow clearing and gritting; the move to a whole-life approach to maintenance was supported, albeit that there was some scepticism that this would actually change much in practice. The need for better consultation in the planning of maintenance schemes was highlighted, as was the need to ensure that cyclist and pedestrians were taken into account in the design and execution of schemes. There was support for switching of street lights to reduce light pollution and carbon emissions, provided this did not compromise road safety, and for developing community led schemes programmes.

### Chapter 5 - Tackling Congestion

There was a call for major improvements to encourage more people to walk, cycle or use public transport, especially for journeys into Oxford. This includes improvements to these

modes but also discouragement of driving: examples being priority being taken from general traffic at signals, extending controlled parking to include all Oxford inside Ring Road and removal of parking from problem locations such as Abingdon Road. Problems of congestion on A40 and A34 were highlighted but large scale solutions generally not supported. Lorries on minor roads and through villages was also identified as a major problem.

#### Chapter 6 - Road Safety

Generally a mixed picture with both calls for extensions of 20mph speed limits and removal of Oxford scheme and both support and opposition for moving toward 50mph speed limit on rural roads. No comments were received either way on the acceptability or otherwise of road safety improvements but support was expressed for increased education and publicity. There were also calls for motorcyclists, horse riders and cyclists to be considered more strongly in scheme design and policy.

#### Chapter 7 - Delivering Accessibility

A wide variety of comments with emphasis on need to take other factors (such as local views or possible safety impact) into account when decisions on bus subsidy are made. There was some doubt expressed as to the ability of the voluntary sector to fill any gaps left by service withdrawals but support for ways to better integrate health, education and social services transport. There was strong opposition to allowing pavement parking to reduce the available footway to less than a minimum amount.

#### Chapter 8 - Development

There was support for a policy of opposing developments where there was insufficient capacity to accommodate. There were calls for the process of programming developer funded schemes to be more transparent while affordability in negotiations was also mentioned (by a developer). There was a call for us to consider traffic free developments and to look through the whole planning system at how we could meet a long term aim of enabling people to live and work in the same area.

#### Chapter 9 - Carbon Reduction

There was general support for what we were saying in the draft but a feeling from some quarters that we were not going far enough and that the text needed to be strengthened, particularly with regard to promoting alternatives to the car - although the recognition that the car is likely to remain the major mode was welcomed. Some respondents suggested that the problem may resolve itself in the future with a move toward on-line internet commuting. Strong feeling that we needed to set out how we intended to measure carbon emission and to set out a target for reduction.

#### Chapter 10 - Reducing Environmental Impacts

There were no major issues raised with this chapter but there was a feeling that the policy needed to be worded more strongly. The impact of traffic and major schemes may have on the AONBs was expressed as was a desire to remove heavy vehicles from unsuitable routes. Support for schemes both to reduce air quality and noise reduction.

#### Chapter 11 - Public Transport

This section received more comments than any other policy chapter. There was a general feeling that we need to protect the services that we have at the moment and extend them where this is possible. There was a desire to have bus and rail services better integrated and for improved, simpler through ticketing. General support for rail improvements in the county (especially on approaches to main stations) although some concerns with new station at Water Eaton and strongly expressed opposition to HS2. Tram/rail proposals were suggested for Oxford-Witney-Carterton and in Science Vale UK area.

### Chapter 12 - Cycling & Walking

Generally provision of additional facilities for cyclists and pedestrians was supported but almost unanimous opposition to shared facilities. There were calls to also give better consideration to equestrian needs and to ensure that all traffic calming was cyclist friendly. There was opposition to the dropping of the dual tier cycle network in Oxford and for cycle networks to be developed and implemented in all the county's towns. Better links to rights of way networks and conversion to "greenways" open to all users were supported.

### Chapter 13 - Oxford

Unopposed support for the Eastern Arc proposals including "rapid transit" system though a number of respondents point out that workplace parking reductions can only take place after public transport improvements; a lightweight tram system was also suggested should be investigated for the city centre. There is support for both the expansion of the existing park and ride and the development of further and remote sites together with the development of better public transport into Oxford from the country towns. There were strong calls to set out and implement a coherent cycle strategy for the city although there is less certainty about what this should entail. A cycle hire scheme and a cycle hub were also suggested along with a desire to resolve the problems at the Botley Road railway bridge. There was both support and opposition to schemes in Frideswide Square and at Northern Gateway. Cautious support was given by a few respondents to the idea of road pricing or congestion charging and some others supported introduction of measures to reduce motor traffic across the city.

### Chapter 14 - Abingdon

The major issue in Abingdon is support for the opening up of the Lodge Hill junction. There was support for better connections to Radley Station and its promotion as a railhead for the town. A new foot/cycle bridge west of Abingdon Bridge was put forward to help connect with Culham.

### Chapter 15 - Banbury

New road links are seen as a priority in Banbury - either the SE Link Roads put forward in the draft or the development of a new motorway junction. Better traffic management in the town was also identified as being required. There was support for developing cycling and walking networks. There were calls for the approaches to the rail station to be improved, along with better bus integration and increased parking. Some comments expressed concerns about parking generally in the town.

### Chapter 16 - Bicester

The need for infrastructure to be in place as development came on line was strongly expressed. The other main issues that were brought forward were that ways to deal with Bicester Village traffic needed to be developed; uncertainty over the impact of SW Bicester and eco-town developments; and desire to see a new network of footways and cycleways. Views on a park and ride were mixed, although there was some support expressed for this if it was part of the solution for Bicester Village traffic.

### Chapter 17 - Science Vale UK

There was agreement that success of SVUK depended on the correct infrastructure being in place. Little opposition stated to the road schemes put forward but additional suggestions for improvements to A4130/B4016 Abingdon road, the A338 to Frilford lights and A417 through the Hagbournes. There was general support for proposals to provide network of off-road cycle routes and Grove station; mixed views on Milton Height rail

station. There is concern about river crossing capacity north of Didcot with the suggestion of a new bridge to resolve this.

#### Chapter 18 - Witney

Both support and opposition were expressed to Cogges Link Road, West End link Road 2 and traffic calming in Bridge Street. Some calls for rail reinstatement or light rail connection to Oxford; also support for park and ride at Witney as opposed to Eynsham. The issue of A40 was also commented upon with both dualling and bus lane solutions proposed.

#### Chapter 19 - Carterton

Support cycle route between Witney and Carterton; review road markings in town centre.

#### Chapter 20 - Chinnor

Traffic signing was seen as the main issue with a desire that M40-Thame traffic was not signed through village.

#### Chapter 21 - Chipping Norton

The removal of hgv's from the town is major issue along with the need for additional town centre car parking.

#### Chapter 22 - Faringdon

Parking issues were raised, along with ability of town to cope with buses and need for investment in cycle facilities.

#### Chapter 23 - Henley

The need for cycling and better pedestrian facilities was supported; there were also calls for restrictions on hgv movement and delivery in town centre.

#### Chapter 24 - Kidlington

Some support was put forward for the use of A44/A4095 to bypass village together with call to turn A44 south of Yarnton into a dual carriageway. There was strong opinion expressed that if the new Water Eaton rail station went ahead then this needed to be brought into the bus and cycle network for Kidlington but that this should not mean abandonment of previous Kidlington station proposal.

#### Chapter 25 - Thame

Support for cycle routes to connect Thame to Wheatley and Haddenham. Car parking is an issue with calls for the introduction of a residents' parking scheme for the town.

#### Chapter 26 - Wallingford

The need to implement improvements to cycle and pedestrian environment was the main issue raised. Others include cycleways to South Stoke/Goring and Oxford and issues of rat-running and residential parking.

#### Chapter 27 - Rural Areas

The most commonly expressed view was concerning heavy traffic, usually hgv, on unsuitable roads and through villages - this was mentioned for Woodstock, Burford, The Bartons, Watlington, Wheatley, Islip and Standlake. Pedestrian improvements were suggested at Bablock Hythe and Burford Bridge. The other main issues were the need to protect bus services into the major towns from rural area and improve bus infrastructure outside the towns. There was support for a number of rural cycle schemes including Eynsham-Oxford, Faringdon-Swindon and Woodstock-Hanborough. A number of respondents suggested that improved access to rural rail stations was wanted while there was some support for setting up a number of smaller remote park and rides on main

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routes (Woodstock and Kingston Bagpuize were suggested). There was also support for reducing rural speed limits to 50mph and for 20mph speed limits in villages, with more local control over what is the appropriate limit in an area.

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