



Cabinet Tuesday, 16 December 2014

ADDENDA

3. Minutes (Pages 1 - 16)

The minutes of the meeting held on 25 November 2014 are attached.

4. Questions from County Councillors (Pages 17 - 18)

Attached.

5. Petitions and Public Address (Pages 19 - 20) Attached.

6. Follow up to the Call in of a Decision by the Cabinet Member for Environment: Proposed Pelican Crossings - A415 Marcham Road and Ock Street, Abingdon (Pages 21 - 52)

The attached document was submitted to officers on 5th December after the preparation of the report.

It was produced by consultants working for Taylor Wimpey and is intended to provide a review of road safety and traffic congestion. Its findings do not alter the officer recommendations.

Also attached is a brief note of the meeting of the Performance Scrutiny Committee held on 3 November 2014

8. Service & Resource Planning Report 2015/16 - December 2014 (Pages 53 - 58)

Supplementary report by Chief Finance Officer.

12. Forward Plan and Future Business (Pages 59 - 60) Attached.

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CABINET

MINUTES of the meeting held on Tuesday, 25 November 2014 commencing at 2.00 pm and finishing at 4.12 pm

Present:

Voting Members: Councillor Ian Hudspeth – in the Chair
Councillor Rodney Rose
Councillor Mrs Judith Heathcoat
Councillor Melinda Tilley
Councillor Lorraine Lindsay-Gale
Councillor David Nimmo Smith
Councillor Lawrie Stratford
Councillor Hilary Hibbert-Biles

Other Members in Attendance: Councillor Atkins (Item 8)
Councillor Brighthouse (Item 11)
Councillor Christie (Item 13)
Councillor Hards (Item 6)
Councillor Mathew (item 8)
Councillor Anne Purse (Item 8)
Councillor Gill Sanders (item 9)
Councillor John Sanders (Items 8 & 10)

Officers:

Whole of meeting	Joanna Simons (Chief Executive); Sue Whitehead (Chief Executive's Office)
Part of Meeting	
6	Greg Ley, Corporate Finance
7	Lucy Butler, Deputy Director Children's Social Care & YOS
8	Bev Hindle, Deputy Director Strategy & Infrastructure Planning; Peter Day (Environment & Economy)
9	Matthew Edwards (Children, Education & Families)
10	Mark Kemp, Deputy Director, Commercial; Paul Harris (Environment & Economy)
11	Mark Kemp, Deputy Director, Commercial
12	Peter Clark, County Solicitor & Monitoring Officer
13	Sue Corrigan, County HR Manager
14	Margaret Dennison, Interim Deputy Director

The 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, and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.

104/14 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

An apology was received from Councillor Nick Carter.

105/14 DECLARATIONS OF INTEREST

(Agenda Item. 2)

Councillor Lorraine Lindsay-Gale declared an interest as a local councillor in respect of Item 8 on the Minerals and Waste Local Plan.

106/14 MINUTES

(Agenda Item. 3)

The minutes of the meeting held on 21 October were agreed and signed.

107/14 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

Councillor Howson had given notice of the following question to Councillor Tilley:

'It is disappointing that the early years foundation stage profile (EYFSP) results for Oxfordshire published by the DfE on the 20th November were among the worst of all the authorities in the South East region for achieving appropriate standards in all early learning goals (ELGs) despite the efforts of many professionals working with young children: what further steps does she think are possible to at least raise the standard in Oxfordshire to that of the regional average?'

Councillor Tilley replied:

- "Firstly, it is only the second year of this specific assessment, which is conducted through adults observing children during classroom activities. The assessment is not as objective as, for example, the marking of examination papers. In Oxfordshire there has been very rigorous training of teachers and other adults conducting the assessment. Oxfordshire works with a number of neighbouring local authorities to check that assessments are consistent across different local authority areas, but not with all the local authorities that you mention. Oxfordshire scored the second highest 'Good Level of Development' out of these six local authorities.
- Secondly, Oxfordshire's results increased considerably from 2013 to 2014, with a 12% increase in the number of children reaching a 'Good Level of Development'.
- Bearing in mind these contextual factors, the results are not as disappointing as might initially be thought. However, you are right to

ask what is being done to address under-achievement in the Foundation Stage.

- From analysis of the data, it is scores in Literacy which have been lower in Oxfordshire, specifically in writing, and particularly boys' writing.
- The following activities are funded by the County Council to address this, and to aim to raise the standard in Oxfordshire to the regional average:
 - Training is delivered to schools where the results were particularly low.
 - In schools where teachers working in the foundation stage are inexperienced, additional training is offered.
 - Advisors and lead teachers work with pre-school settings (day nurseries, playgroups, childminders etc), checking that their assessments are accurate, so that accurate assessments can be passed to schools when children transfer.
 - Advisory support is provided for schools and settings that are inspected by Ofsted as offering less than a good standard of early education.
 - Children's centres work with their local pre-school providers to help children facing difficulties to enjoy and benefit from their early learning experiences. Children's centres also help parents to develop strong learning opportunities at home.
- Examples of locally successful work, such as a storytelling project in Banbury, are shared so that Oxfordshire schools and settings can learn from success elsewhere"

Supplementary: Councillor Howson indicated he was willing to do everything possible to improve the situation and queried what if anything was coming from the 3 groups to bring the County up to the standard of near neighbours. Councillor Tilley welcomed Councillor Howson's support and added that new ideas were constantly being developed. Most recent was a scheme for children to read to dogs as often they may do this when not willing to read to a person.

Councillor Tanner had given notice of the following question to Councillor Nimmo Smith

"Having told full Council on November 4th that the Oxford southern by-pass road works would finish on time at the end of November, does the Cabinet member now feel he should have been more cautious? Would he estimate the costs to local businesses of the road works over-runs and the daily traffic delays, and would he apologise to drivers in and around Oxford for the disruption to their personal and working lives?"

Councillor Nimmo Smith replied:

“The information I provided at Cabinet was correct at the time, and I was very disappointed to subsequently have to announce that the contraflow will be in place for a few more days at Kennington.

We recognise that the work we are doing at the moment is causing frustration for all road users, including business. Ultimately, while the delays that people are experiencing at the moment are frustrating, the work is being done to ensure that the transport system is sustainable and able to meet the ambitions of residents and business.

I know that many people will be upset that after months of delays and were looking forward to the road being back to full capacity. I am sorry that this has not happened.

The start of work at Kennington was delayed significantly by work Thames Water needed to do, however major schemes like this throw up challenges and you have to work hard to overcome them. In addition the recent wet weather delayed crucial waterproofing work on a number of bridges, meaning that resurfacing will now take place around a week later than hoped. Allowance for delays had been built into the programme, but this had been reduced by one of the specialist subcontractors involved in the work recently going into liquidation, and an alternative subcontractor needing to be found at short notice.

Given the delays to the start of work, and challenges like the discovery of an unmapped electricity cable earlier in the project, the team on site have done well to accelerate the remaining works. The team will be continuing to work at nights and weekends to complete the work as quickly as possible.

With regard to your request for me to estimate the cost to the economy of undertaking the work, I am not going to do this but what I can say is that this cost would pale into insignificance against the on-going impact of not doing anything.

The good news is that there is relatively little work left to be done now and work is progressing well. Drivers can look forward to the roadworks being removed very soon and long term significant improvements to their journeys.

Supplementary: In response to a question about the timescales, Councillor Nimmo Smith advised that the contra-flow should be off by the 8th December with final works being completed by the end of December.”

Councillor Hards had given notice of the following question to Councillor Rodney Rose:

“Please would you confirm that you will put pressure on Thames Water to complete the upgrade to the sewage pumping station on Mendip Heights, Didcot, where my constituent had raw sewage on his door step and no functioning drains AGAIN on Tuesday/ Wednesday 11/12 November? According to my contact, one of the new pumps tripped out several days

before the problem arose but Thames Water did not fix it promptly. Thames Water proposed in June to fit more modern and reliable pumps and a second "line". The second line was I believe approved by Thames Water's Board but has not yet been installed."

Councillor Rose replied:

"Clearly I have every sympathy with your constituent and the difficulties they are facing as a result of failures by Thames Water however this appears to be an issue that you should be raising with the Consumer Council for Water who are the appropriate bodies for this matter. The guidance from the Council is that you must follow the Companies complaints process first and go to them if you have an unsatisfactory response. I suggest you let Thames Water know that this is what you will be doing if they do not respond promptly to the problem."

Supplementary: Councillor Hards queried how realistic was the growth plan over the next 15 year for the area? Councillor Rose replied that what was important was that the sewage system should work now. He undertook to meet with Councillor Hards in the local area to discuss the problem.

Councillor Phillips had given notice of the following question to Councillor Hibbert Biles:

'Cabinet Member for Public Health and the Voluntary Sector, Professor Sir Michael Marmot has advised that 75% of local authorities have taken on board his 2010 recommendations from his report 'Fair Society Healthy Lives' and used them to formulate their local plans and strategies. Is Oxfordshire included in the 75% and if not why not? and if so is there an example of how these recommendations have influenced policy implementation?'

Councillor Hibbert Biles replied:

"As there was a similar question from Cllr Pressell at Council I suggest Councillor Phillips looks at the minutes printed in the November Council papers."

Supplementary: Responding to a question requesting confirmation that the County Council had taken on board the recommendations Councillor Hibbert-Biles gave an assurance that the Council implemented the recommendations not as part of a Marmot Plan but the policy objectives formed the basis of several of the Council's Plans for example in the Joint Health and Wellbeing Strategy.

Councillor Phillips had given notice of the following question to Councillor Melinda Tilley:

"Cabinet Member for Children, Education and Families, The Regional Education Commissioner has recently not supported this Council's

recommendation for the sponsoring academy for the new primary school on the Barton development. What is the reason for this decision and what action has been taken to challenge this decision?’

Councillor Tilley replied:

The reasons for the rejection of the Council’s recommendation that Cheney School be the sponsor of the new Barton primary school were not stated in the letter advising the Council of this decision. At a meeting between officers and the Regional Schools Commissioner on the 17th November, he stated that if Cheney School wished to submit a new bid as part of the re-run of the Council’s sponsor selection process, he could see no reason why it shouldn’t be allowed so to do. He also said that a further letter would be sent to Cheney School giving reasons why its sponsorship of the new Barton school had not been approved.

We now understand that the headteacher will submit a revised and more comprehensive bid.

Councillor Tilley added that at the School Stakeholder Group she had been asked to write to the Commissioner to express dissatisfaction with the process and particularly that reasons were not given.

108/14 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

The following requests to address the meeting had been agreed:

Item 6 – Councillor Hards,

Item 8 – Councillor John Sanders, Councillor Anne Purse, Councillor Mathew, Councillor Atkins, Mr John Taylor, PAGE, Mr Arnold Grayson, CPRE, Mrs Julie Hankey, OUTRAGE Mr Ian Mason, BACHPORT

Item 9 – Councillor Gill Sanders,

Item 10 – Councillor John Sanders,

Item 11 – Councillor Brighthouse,

Item 13 – Councillor Christie,

Item 15 – Mr Andy Cattermole, Taylor Wimpey

109/14 TREASURY MANAGEMENT MID TERM REVIEW (2014/15)

(Agenda Item. 6)

Cabinet considered a report that set out the Treasury Management activity undertaken in the first half of the financial year 2014/15 in compliance with the CIPFA Code of Practice. The report included Debt and Investment activity, Prudential Indicator monitoring, changes in Strategy, and forecast interest receivable and payable for the financial year.

Councillor Hards, Shadow Cabinet Member for Finance, commented that the report gave a fair summary of the general economic position. There were difficult times ahead. He expressed concerns over the possible impact on

future investment strategy of changes in January 2015. In particular in congratulating officers on efforts so far he queried whether it would be possible to continue to achieve above average profits with below average risk.

Councillor Stratford, Cabinet Member for Finance, indicated that they were awaiting the detail and would continue to do their best. The impact was uncertain as yet. Grey Ley added that officers were looking at alternative more secure options. In introducing the report Councillor Stratford commented that it was an encouraging mid term review, with debt financing improving.

RESOLVED: to note the report, and to **RECOMMEND** Council to note the Council's Mid-Term Treasury Management Review 2014/15 and to approve the revision to the Treasury Management Strategy Statement & Annual Investment Strategy 2014/15.

110/14 ACTION PLAN IN RELATION TO RECENT SERIOUS CARE REVIEW OVERVIEW REPORT

(Agenda Item. 7)

At its meeting on 13 May 2014, Cabinet endorsed the recommendations of the Cabinet Advisory Group on the Strategic Assurance Framework for safeguarding children and young people. One of those recommendations was that Cabinet (among others) should be alerted to the outcome of all Serious Case Reviews and actions flowing from them. Cabinet had before them the first such report.

RESOLVED: to note the action being taken in response to the Serious Case Review.

111/14 OXFORDSHIRE MINERALS AND WASTE LOCAL PLAN

(Agenda Item. 8)

Cabinet considered a report that covered four separate but connected documents that related to the Minerals and Waste Local Plan.

Mr John Taylor, Chairman of PAGE, representing 8 Parish Council's in South Oxfordshire spoke on the process used for the Local Aggregate Assessment (LAA). In November 2013 they had been pleased to see the 10 year sales average restored as the basis for the LAA. This had then been in the public consultation. In August 2014 a new consultant had resulted in a flawed document no longer using only the 10 year sales average. There was a duty to co-operate but Oxfordshire Councils and communities had been ignored. The result was an increase of the LAA to 1.015tonnes. This was a 42% increase which represented a new gravel pit. He asked Cabinet to go back to the 10 year sales average as agreed last November.

Mr Ian Mason, BACHPORT, spoke against the LAA figure suggesting it was based on flawed logic and guesswork. He refuted claims that Oxfordshire was special or unique. Structural market changes had impacted on demand with use declining due to the increased use of recycled and marine aggregates. It was wrong to look at the position 10 years ago as at that time Oxfordshire had been a massive exporter of aggregate. Production needed to come down as demand dropped. He asked that Cabinet support a 10 year average.

Responding to a question from members Mr Mason stated that the figures were guesswork as they looked only for reasons to increase. The figures varied and were not robust.

Mr Arnold Grayson, CPRE, speaking against the LAA figures commented that the numbers used were arbitrary and were used by the consultancy to manipulate the arguments.

Mrs Julie Hankey, OUTRAGE, also spoke against the change to the basis of the LAA. She compared the actual sales in the past year to the figure proposed. She pointed out that there had been no further consultation on the changed basis and that nothing had changed in the Oxfordshire position since February 2014. As someone involved in the process over a long period of time she felt that there was an imbalance in the Council's attitude to providers and to the communities concerned.

Councillor John Sanders, Shadow Cabinet Member for Environment, stated he was satisfied with the approach to the LAA as set out at paragraph 9 of the report. It took the 10 year average as a starting point but took into account reasonable expectations. In response to a query from Councillor Sanders expressing concern about the Core Strategy being in two parts, Bev Hindle explained the approach and gave an assurance that it would not be a problem going forward.

Councillor Purse, speaking as Vice-Chairman of the Minerals & Waste Cabinet Advisory Group stated that the Group although aware of the timetable to keep to had also been aware of the importance and impact of what they were being asked to consider. They had found it very tough. It was important to be sure that the right amount of gravel was being extracted because if not they would be doing a disservice to the people of Oxfordshire. She personally was concerned about digging in one county to send it to another. She commended the diagram in the report which gave a much clearer picture of how the various documents fitted together.

Councillor Mathew, speaking as a local councillor and CAG Member drew Cabinet's attention to the importance of the annual audit of the LAA figure as it dictated the 7 year land bank to supply gravel and thus controlled planning permissions. He highlighted that the current figure was 153% above the last recorded figure and 78% above the 10 year average figure. He asserted that over provision gave control over site allocation to providers and impacted on the Council's ability to limit environmental impact. He believed that the Plan

would be rejected by the Inspector and queried whether the Council should take that risk.

Responding to a question from a member Councillor Mathew stated that the increased use of recycled and marine aggregates had impacted on the figures. However it was difficult to prove as there were no agreed figures for the annual production of such aggregates.

Councillor Lorraine Lindsay Gale, speaking as a local councillor referred to the huge number of people concerned about the LAA figure. CAG Members had not been comfortable with the figure and she could not understand why Gill Mill was not included. She believed that the figure was based on evidence which was shaky, indirect and hard to quantify.

Councillor Atkins, speaking as a local councillor and CAG member, felt that the new LAA figure had not been discussed at CAG. The 10 year average had been previously agreed and it was dropped late in the day without explanation. She felt that her comments had not been properly taken into account and discussed at the meeting. She acknowledged that a follow up paper had been prepared but that this was not the same as a discussion. She supported the comments made about the lack of justification for the increased figures and felt that evidence had been chosen to support the view taken.

Councillor Nimmo Smith introduced the contents of the reports and with regard to the LAA highlighted the timetable and set the Plan in the context of the 10 year arc. He added that the Plan was also about waste. He referred to the Energy from Waste plant that was now fully commissioned. This had massively reduced land fill.

Bev Hindle responded to the points raised about the LAA indicating that other local factors were important in addition to the 10 year rolling average. The doubling of housing and increased growth were unique factors affecting supply. The figure was evidence based and he pointed out that the County Council was asked to create supply but did not ensure delivery.

Peter Day responded to points about the use of secondary aggregates. Nationally they provided about 30% of the total aggregate requirement and this was true for Oxfordshire. When looking at this it was necessary to bear in mind the scope for any increase. Currently recycled was at a ceiling. They had lost the biggest producer locally with the loss of Didcot A. They had taken the use of secondary aggregates into account but still the majority of aggregate would come from a primary source.

Responding to a question from the Chairman about the likely result if they amended the LAA to a straight 10 year average Peter Day explained that the consultation with the Aggregate Working Party and neighbouring and other planning authorities had been on the basis of the draft LAA before Cabinet. It had received widespread support. There was a risk that to change it at this

stage would lead an Inspector to conclude the County had not met its duty to co-operate. If this was the case the Plan would not get to Inspection stage.

During lengthy discussion members considered the issues raised by the speakers, the information from officers contained in the report and in person and agreed the recommendations (by 5 votes for and 0 against with 3 abstentions).

a Oxfordshire Local Aggregate Assessment 2014

RESOLVED: to:

- i. approve the Oxfordshire Local Aggregate Assessment 2014 at Annex 1 for use as the basis for provision for mineral working in the Oxfordshire Minerals and Waste Local Plan and for calculating the Oxfordshire landbank;
- ii. authorise the Deputy Director Strategy & Infrastructure Planning in consultation with the Cabinet Member for Environment to make any necessary minor corrections and amendments and publish the Oxfordshire Local Aggregate Assessment 2014 on the Council website.

b Oxfordshire Minerals and Waste Local Plan: Core Strategy - Proposed Submission Document

RESOLVED: to:

- i. agree the amended Minerals and Waste Local Plan: Part 1 – Core Strategy at Annex 3 in principle as the basis of a complete amended version of the Plan for recommendation to Council for publication and submission to the Secretary of State under Regulations 19 and 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012; and
- ii. authorise the Deputy Director Strategy & Infrastructure Planning in consultation with the Cabinet Member for Environment to finalise the Plan for recommendation to Council.

c Oxfordshire Minerals & Waste Local Plan - Review of Statement of Community Involvement

RESOLVED: to:

- i. adopt the Oxfordshire Statement of Community Involvement with the amendments as shown in Annex 5 to replace the existing Oxfordshire Statement of Community Involvement adopted on 7 November 2006; and

- ii. authorise the Deputy Director Strategy & Infrastructure Planning in consultation with the Cabinet Member for Environment to make any further factual corrections or updating required and finalise the adopted Statement of Community Involvement for publication.

d Oxfordshire Minerals & Waste Development Scheme (Sixth Revision) 2014

RESOLVED: to:

- i. approve the Oxfordshire Minerals and Waste Development Scheme (Sixth Revision) 2014 at Annex 6, subject to final detailed amendment and editing, to have effect from 23 December 2014;
- ii. authorise the Deputy Director Strategy & Infrastructure Planning to:
 - (a) carry out final detailed amendment and editing of the Oxfordshire Minerals and Waste Development Scheme, in consultation with the Cabinet Member for Environment;
 - (b) take the necessary steps to bring the revised Scheme into effect from 23 December 2014 and publish the revised Scheme, in accordance with Sections 15 and 16 of the Planning and Compulsory Purchase Act 2004 (as amended).

112/14 PROGRESS REPORT ON THE DELIVERY OF THE PLACEMENT STRATEGY - FOR CHILDREN IN AND ON THE EDGE OF CARE 2013-16

(Agenda Item. 9)

Cabinet considered a report that updated Cabinet on the progress achieved since The Placement Strategy was approved by Cabinet in July 2013. The report provided an update on the strategy's four major work streams: residential homes build, delivery model for edge of care and residential provision, re-commissioning of young people's supported housing, and fostering and adoption reform. It particularly drew attention to the challenges around foster care recruitment and sought Cabinet's endorsement of a number of new approaches.

Councillor Gill Sanders, Shadow Cabinet Member for Children, Education & Families, spoke in support of the work being undertaken and in particular the approaches to fostering care recruitment. The increasing costs were a huge challenge and the Council should express its concern to central government over the impact on funding.

During discussion Cabinet welcomed the report and made a number of suggestions around recruitment of foster carers.

The Cabinet is **RECOMMENDED** to endorse the initiatives set out in paragraph 13 of the report.

At this point it was agreed to vary the order of items on the agenda.

113/14 ENERGY PROCUREMENT

(Agenda Item. 11)

Cabinet considered a paper that set out an approach to the procurement of electricity and gas for the period 2016-2020 for all of the Council's buildings, street lighting and other illuminated street furniture.

Councillor Liz Brighthouse, Opposition Leader queried whether it would be possible to get some idea of where the energy is generated from. Cabinet was advised that it was not about electricity from a specific company. A proportion of the energy generated would be renewable. There was an option to purchase a greater proportion of renewables and the cost of that was being investigated.

During discussion Councillor Heathcoat referred to a scheme elsewhere to power buses from bio-fuel created from human waste and queried what work was being done in Oxfordshire with partners to promote new ideas. Bev Hindle replied that there were several trials in place and they were working closely with the Universities and bus companies.

RESOLVED: to:

- (a) approve the proposal to using the energy framework contracts established by LASER for the period 2016-20; and
- (b) delegate to the Deputy Director – Commercial the authority to decide on the preferred in-contract purchasing option.

114/14 STATUTORY RIGHTS OF WAY MANAGEMENT PLAN

(Agenda Item. 10)

It is a statutory duty for the highway authority to prepare, publish & review a Rights of Way Improvement Plan (RoWIP). The RoWIP provides the strategy framework for public rights of way recording, management and development. Oxfordshire's first RoWIP was adopted on 21 February 2006 and ran until the end of 2011/12. On 22 March 2012 the Cabinet Member for Transport authorised the extension of the current RoWIP validity date to March 2014 and the development of its replacement. Following public consultation on the review, Cabinet had before them a report seeking approval to adopt the Rights of Way Management Plan. Cabinet also had before them an addenda containing Annex 3, on proposed changes to the aims and a summary of key changes to the Rights of Way Management Plan document and list of representations made to the consultation draft.

Councillor Nimmo Smith, Cabinet Member for Environment, in moving the recommendations commented that the plan fitted in to the developing Local Transport Plan 4, for example by replacing stiles with gates.

The Chairman thanked all those involved in the Review of the Plan which had been an enormous piece of work.

RESOLVED: to:

- (a) note the results of the consultation on the draft Rights of Way Management Plan;
- (b) approve the proposed changes to the consultation document;
- (c) adopt the Rights of Way Management Plan for the period January 2015 - December 2025; and
- (d) extend the lifespan of the current Rights of Way Improvement Plan to December 2014.

115/14 GOVERNANCE REVIEW 2014 - NOVEMBER

(Agenda Item. 12)

In April 2013, the Council adopted new governance arrangements which came into effect following the May 2013 elections. The Council asked its Monitoring Officer to review the effectiveness of these decision-making arrangements a year after their coming into operation, along with the underlying Constitution. Cabinet had before them a report that summarised the emerging issues from the Monitoring Officer's review. Peter Clark also advised Cabinet of the comments from the Audit & Governance Committee and in particular their strong opposition to the loss of Member involvement in Home to School Transport Appeal Panels.

Following consideration Cabinet:

RESOLVED: to endorse the direction of travel of the review, subject to the proposal relating to the Appeals & Tribunals Sub-Committee being amended to take account of the comments of Audit & Governance Committee by retaining a councillor on Panels dealing with Home to School Transport Appeals.

116/14 STAFFING REPORT - QUARTER 2 - 2014

(Agenda Item. 13)

Cabinet considered and approved the quarterly staffing report that provided details of key people numbers and analysis of main changes since the previous report.

Councillor Christie whilst understanding the need for some agency staff asked that Annex 2 include details on the posts. Councillor Christie was

advised that such information existed and officers would be happy to supply it to him outside of the report. He was given assurances that officers monitored the position on agency staff very closely.

During discussion Councillor Hudspeth commented that he was keen that agency staff were not used where full time staff were appropriate. Councillor Rose added that he would work with the officers to see what additional information could be provided.

RESOLVED: to:

(a) note the report; and

(b) confirm that the Staffing Report meets the Cabinet's requirements in reporting and managing staffing numbers.

117/14 FOLLOW UP TO THE CALL IN OF A DECISION BY THE CABINET MEMBER FOR ENVIRONMENT: PROPOSED PELICAN CROSSINGS - A415 MARCHAM ROAD AND OCK STREET, ABINGDON

(Agenda Item. 15)

At their meeting on 3 November 2014, the Performance Scrutiny Committee considered the decision of the Cabinet Member for Environment made on 9 October 2014 following proper notice of a call in. The Committee agreed to refer the decision back to Cabinet for it to consider in the light of the material concerns that the Committee had about some aspects of the decision.

Mr Cattermole, Taylor Wimpey, commented that in the absence of a substantive report they agreed to see a deferral.

RESOLVED: to note the complexity of the information they will be asked to consider and agree to defer consideration of the Scrutiny Committee Call to the December meeting.

118/14 PROVISION OF EDUCATION SERVICES TO OXFORDSHIRE SCHOOLS

(Agenda Item. 14)

In April 2014 Cabinet asked officers to explore the possibility of a partnership with Hampshire County Council to run services that support schools in Oxfordshire to improve their learning outcomes. Cabinet had before them a report that set out the outcome of that exploration.

RESOLVED: to agree that Oxfordshire County Council should formally withdraw from work to develop a partnership arrangement with Hampshire County Council in relation to school based services.

119/14 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 16)

The Cabinet considered a list of items (CA) for the immediately forthcoming meetings of the Cabinet together with changes and additions set out in the schedule of addenda.

RESOLVED: to note the items currently identified for forthcoming meetings.

..... in the Chair

Date of signing 2014

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ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions received from the following Members:

From Councillor Howson to Councillor Tilley

"1. In the Resource briefing last week pressures of over £1 million were identified in the Home to School budget for this year. Can the Cabinet Member identify where these pressures have arisen since the budget was agreed in February."

Answer

"The pressure in Home to School Transport was identified through the Financial Monitoring Reports towards the end of the 2013/14 financial year. At this time the budget setting process had been substantially completed and it was not clear whether this would be an on-going pressure or a one off. At the end of 2013/14 there was an overspend of £1.35m and there is expected to be an on-going pressure in the near future which has now been included as part of the budget proposals for 2015/16. There are plans in place to deal with the pressure and also to make savings over the coming years which should result in a reduction in the budget over the medium term.

Analysis of the home to school budget across financial years 2011/12 to 2013/14 found that expenditure has been steadily rising over this period. In total, expenditure rose by £1.9m (14%) between 11/12 and 13/14 (N.B some areas of expenditure were excluded from the analysis – circa £600K).

The majority of this (£1.4m) is attributable to increased spend on four-seater taxis, which rose by 42% over the three years. £760,497 of this increase is attributable to SEN transport, £346,342 to mainstream transport, £158,745 to Meadowbrook transport (pupil referral units), and the remainder to others. Spend on 5-seater wheel chair accessible vehicles also increased substantially over this period – by £296,466 (42%).

Oxford City saw the highest increase in spend, at £849K (28%). This reflects the high concentration of Special Schools in the city, many of which cater to students from all over the county, and a temporary lack of primary school places which meant students had to travel further distances to get to school.

As a result of these findings, efforts are now focused on reducing spend in the categories / areas identified above. A programme of route assessment and rationalisation has already begun and has delivered substantial savings in 14/15, particularly to mainstream transport. From January onwards, work will focus largely on SEN transport and reducing usage of taxis through a combination of initiatives, including independent travel training, personal budgets and merging of multiple taxi routes into lower cost minibus routes."

2. What has been the spend on taxis in the first six months of the current financial year compared with the same period last year on:

- a) taxi for SEN pupils
- b) taxis for pupils other than SEN pupils.

Answer

"The below two tables show expenditure for SEN and mainstream students on vehicles which could be classed as 'taxis', compared between the first six months of 2014/15 and the same period in 2013/14.

SEN Expenditure

Vehicle type	2013/14 (Apr - Sep)	2014/15 (Apr - Sep)	£ change	% change
4-seater Taxi	£ 1,260,882	£ 1,309,807	£ 48,925	3.88%
7-seater Taxi	£ 156,425	£ 176,756	£ 20,330	13.00%
5-seater Wheelchair Accessible Vehicle	£ 390,545	£ 468,382	£ 77,836	19.93%
8-seater Wheelchair Accessible Vehicle	£ 273,586	£ 267,671	-£ 5,915	-2.16%
TOTAL	£ 2,081,439	£ 2,222,615	£ 141,177	6.78%

Mainstream Expenditure

Vehicle Type	2013/14(Apr - Sep)	2014/15 (Apr - Sep)	£ change	% change
4-seater Taxi	£ 338,930.01	£ 285,495.29	-£53,434.72	-15.77%
7-seater Taxi	£ 54,308.44	£ 75,127.66	£20,819.22	38.34%
6-seater Minibus	£ 23,516.28	£ 19,308.54	-£ 4,207.74	-17.89%
8-seater Minibus	£ 181,721.50	£ 146,272.51	-£35,448.99	-19.51%
TOTAL	£ 598,476.23	£ 526,204.00	-£72,272.23	-12.08%

3. From Councillor Smith to Councillor Stratford

"I note in the September list for County Council invoices paid with a value of £500 or more the following and I am concerned about these two payments shown on the public website:

Line 822, Conservative Group Association paid £812.16 to Oxfordshire Labour Councillors Line 1914, Publicity & Advertising paid £10,000 to Venturefest Oxford Limited.

Could the cabinet member explain why the Conservative Group Association has paid an invoice to Oxfordshire Labour Councillors through the County Council's finance system?

Does the cabinet member believe £10,000 paid to Venturefest Oxford Limited for advertising and publicity is good value for money for Oxfordshire tax payers?"

Answers

"Reply to question 1 re Line 822: Conservative Group Association paid £812.16 to Oxfordshire Labour Councillors :

The Council's payroll initially posts deductions from Councillor allowances relating to payments to the relevant party association to balance sheet code B7123. This is narrated "Conservative Group Association" but is actually used for deductions for all parties. The Council then pay the deductions to either the Conservative, Labour, or other group associations on behalf of each Councillor as appropriate. In this case the deductions paid over on behalf of councillors related to the Labour Group.

Reply to question 2 re: Line 1914: Publicity & Advertising paid £10,000 to Venturefest Oxford Limited

The £10,000 was paid from the Local Enterprise Partnership cost centre which is fully funded by the Local Enterprise Partnership Core Funding grant of £0.500m noted in Annex 3 to the Financial Monitoring Report. The Council is acting as the accountable body for the LEP so the grant income and associated expenditure is included as part of the Council's accounts but has a net nil effect overall."

That explains the WHAT, but as to "Is it good value" I have to presume those that made the decision within the LEP gave appropriate consideration before making the decision.

CABINET – 16 DECEMBER 2014

ITEM 5 – PETITIONS AND PUBLIC ADDRESS

Petition:

Cllr. Samantha Bowring, Town Councillor for Ock Meadow Ward in respect of Agenda Item 6

Public Address

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

Item	Speaker
Item 6 – Follow up to call in – Proposed Pelican Crossings – A415 Marcham Road and Ock Street, Abingdon	Councillor Lovatt (5 mins) Copuncillor Fawcett (5 mins) Councillor Constance (5 mins) Councillor Angela Lawrence, Abingdon-on-Thames Town Council (3 mins) Andy Cattermole, Taylor Wimpey, (3 mins) Roger Bush (3 mins) Anthea Taylor (3 mins) Jim Halliday (3 mins)
Item 7 – Financial Monitoring Report	Councillor Nick Hards, Shadow Cabinet Member for Finance (5 mins)
Item 8 – Service & Resource Planning Report	Councillor Nick Hards, Shadow Cabinet Member for Finance (5 mins) Anthony Simpson, CAG project (3 mins) Dan Betterton, CAG project (3 mins)
Item 9 – Flood Risk Management Consultation Responses	Councillor Susanna Pressel (5 mins)
Item 10 – Child Sexual Exploitation Update – OSCB Report and Report on CSE	Councillor Gill Sanders, Shadow Cabinet Member for Children, Education & Families (5 mins) Councillor Liz Brighthouse, Chairman of Performance Scrutiny Committee (5 mins)

Item 11 – Strategy for Special Educational Needs Infrastructure to 2030	Councillor Gill Sanders, Shadow Cabinet Member for Children, Education & Families (5 mins)
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Drayton Road, Abingdon

Safe Routes Review


Document Ref: KU120500/AbingdonSRS/Rev1


September 2014

Document control sheet

BPP 04 F8
version 17 July 2014

Project:	Drayton Road, Abingdon		
Client:	Taylor Wimpey	Project Number:	KU120500
Document Title:	Safe Routes Review		
Ref. No:	KU120500/AbingdonSRS/Rev1_final		

Originated by		Checked by	Reviewed by
ORIGINAL	NAME	NAME	NAME
	Kate Yeo	Renata Barnes	Caroline Nash
Approved by	NAME	On behalf of the Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue	INITIALS
	Kate Yeo		
DATE	26/09/14	Document status: For Issue	

REVISION		NAME	NAME	NAME
1	Kate Yeo	Renata Barnes	Caroline Nash	
Approved by	NAME	On behalf of the Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue	INITIALS	
	Kate Yeo			
DATE	30/09/14	Document status Final		

REVISION		NAME	NAME	NAME
Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I approve them for issue		INITIALS
DATE		Document status		

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1.1 Background

Taylor Wimpey proposes to construct a new development of 159 residential units to the south of Marcham Road, and east of Drayton Road in Abingdon, Oxfordshire. The location of the site is shown in Appendix A.

Jacobs Road Safety Team has been commissioned by Taylor Wimpey to undertake a review of road safety, predominantly for pedal cyclists and pedestrians, in the Drayton Road/ Marcham Road area of Abingdon and to consider safe routes for future school students travelling between the development site and local schools.

1.2 Appreciation of the Brief

A signal-controlled pedestrian crossing is currently located on Marcham Road to the west of the double mini-roundabout junction with Drayton Road and is used by students walking between the Caldecott area and Larkmead Secondary School, John Mason Secondary School and St Helen & St Katherine Primary School (all situated to the north of Marcham Road/ Ock Street), via Drayton Road. A short survey undertaken by Nationwide Data Collection to collect home postcodes from students travelling to school suggested that the main route travelled by students crossing Marcham Road was northwards up Drayton Road, before diverging towards the individual schools to the north. As there is an existing toucan crossing provided on Drayton Road a short distance to the north of its junction with Potenger Way, it was considered likely that students would make use of this facility to access the western footway of Drayton Road as part of their journey on foot because this is currently the most direct route to the Marcham Road crossing.

The new development is expected to increase the number of students travelling to the three schools so Taylor Wimpey have proposed the provision of an additional crossing facility on Ock Street east of its junction with Drayton Road to enable students to approach Marcham Road from the eastern side of Drayton Road. This is intended to remove the need for students to cross to the west side of Drayton Road before reaching Marcham Road, since part of the proposals include the relocation westwards of the existing crossing facility on Marcham Road, making it potentially less attractive to students on foot on their journeys to and from school.

The purpose of this study is to review safety along the route most likely to be travelled by students between Caldecott Road and the three schools to the north of Marcham Road and to consider the safety implications of changing pedestrian crossing arrangements on Marcham Road and Ock Street by providing an additional crossing to the east of the junction with Drayton Road and relocating the existing crossing westwards.

1.3 The Study Area

The study area was restricted to the Drayton Road/ Marcham Road route only and did not consider or assess other options or possible pedestrian or pedal cycle desire lines to and from the schools.

The extent of the study area is shown in Figure 1-1 below. It was restricted to the Drayton Road/ Marcham Road route only and did not consider or assess other options or possible pedestrian or pedal cycle desire lines to and from the schools. The following lengths of road were covered:

- Caldecott Road between Hermitage Road and Drayton Road;
- Drayton Road between Caldecott Road and Marcham Road;
- Spring Road between Marcham Road and Park Road;
- Ock Street between Spring Road and Conduit Road; and
- Marcham Road between Drayton Road and Colwell Drive.

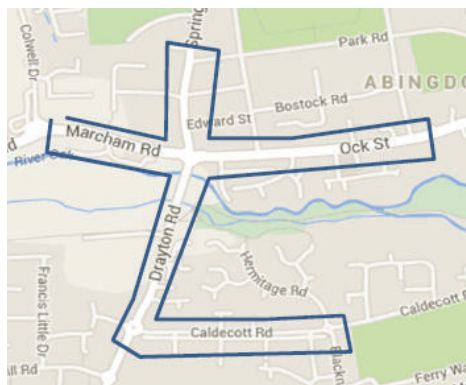


Figure 1-1 Study Area

1.4 Report Structure

Section 2 presents the methodology employed to gather and assess the information required to undertake this study.

Section 3 presents the results of the desktop review of historical recorded personal injury collision (PIC) data for the five years to 31 July 2014. This analysis identified the main collision issues, with a focus on pedestrian and cyclist collisions (especially where these involved children) and highlighted areas of particular concern to be observed as part of the site visit. This section also presents the key findings and observations from the site visits. Although three local schools were contacted as part of this study and invited to provide input on any safety concerns they had, no responses were received.

A series of conclusions and recommendations with regard to the potential implications of the crossing proposals and how any potential safety issues identified might be addressed to improve safety for students travelling between the schools and the new development either on foot or by pedal cycle are set out in Section 3 of this report.

2.1 Overview

This study comprised two main stages: a desktop study of background information and collision records followed by a site visit.

2.2 Stage 1: Desktop Study

A review of historical PIC data enabled the team to focus on a few particular areas where collisions had been identified, while an investigation of the websites for the three schools enabled the site visits to be scheduled during the most appropriate times to observe students on their journeys to and from school.

No additional traffic flow data or speed data was provided.

Each of the schools was contacted by email during the first week of the autumn term to request information on travel surveys and for copies of any policies with regard to walking or cycling to school, or definitions of 'safe routes'. In addition, schools were asked whether there were any specific safety concerns in the area which they would like to make us aware of and which may be pertinent to the study. A copy of this email has been included in Appendix B for reference purposes. No replies were received and so it was assumed that the schools had no current safety concerns in the area.

2.3 Stage 2: Site Assessment

Two visits were undertaken in the vicinity of Marcham Road on Tuesday 8 September 2104 between

- **8am and 10am** (the library at John Mason School was open for private study from 8.15am, with students required to be on site by 8.25am). The start of the site visit was scheduled to observe students passing through the area in time to arrive at school at 8.25am
- **3pm and 4.15pm**: (again although the library at John Mason School is open after the 3.10pm end of school day, it was assumed that many students depart immediately. The visit was extended beyond the end of the school day to provide time for students to travel from school to the study area

The site visits were undertaken during the second week of the autumn term. Term start dates were staggered for students in different years so the visits were planned for a time when all students were back at school and when new students would have had an opportunity to establish a route to school.

The site visits also included an assessment of crossing points, including sight lines, the level of use of existing facilities by students, the adequacy of footway widths, observations of the available provision for pedal cyclists and of the general condition of cycle lanes, footways and crossing facilities. Site photographs were taken to illustrate the report where appropriate.

3

Results of Investigations

3.1 Overview

This section presents the results of PIC analysis, the main findings from the site visit and comments on any school policy documents provided.

3.2 Review of Personal Injury Collision Data

Data for the five years to 31 July 2014 was collated for an area centred on the junction of Marcham Road/ Drayton Road and extending westwards to (but excluding) the junction with Colwell Drive, eastwards to (and including) the easternmost junction with Conduit Road), northwards along Spring Road up to and including the junction with Park Road, and south along Drayton Road to (and including the junction with Caldecott Road). In addition, the study area included a portion of Caldecott Road up to and including its junction with Hermitage Road/ Blackhall Road.

In the five years to 31 July 2014, there were a total of 31 reported PICs within the study area, of which five resulted in a serious injury collision and 26 resulted in slight injury. There were no fatalities.

Of the 31 PICs, 13 (42%) involved a pedal cyclist and three of these resulted in injury to a child under the age of 16 years. Of the three PICs that involved injury to a child pedal cyclist, two occurred on Ock Street (one resulting in serious injury) and one occurred at the junction of Spring Road/ Cemetery Road (slight injury).

Four PICs involved a pedestrian. Of the four PICs that involved a pedestrian, two resulted in injury to a pedestrian under the age of 16 years (one on Spring Road resulting in serious injury and one on Drayton Road resulting in slight injury). Both of the other two pedestrian-involved collisions occurred on Ock Street, to the west of the junctions with Victoria Street and Meadowside.

The majority of the collisions involving a pedestrian or pedal cyclist were distributed throughout the study area, although some patterns were noted, as follows:

- Two PICs involving pedal cyclists occurred on the eastbound carriageway of Ock Street;
- Two PICs involving pedal cyclists occurred on the westbound carriageway of Ock Street;
- Two PICs involving pedal cyclist and pedestrians (one PIC involved both) occurred at the junction of Cemetery Road and Spring Road – both PICs also resulted in a serious injury; and
- Three PICs involving pedal cyclists occurred on the northbound entry to the roundabout at Drayton Road and Caldecott Road.

3.3 Key issues identified during the site visit

3.3.1 Caldecott Road

Caldecott Road is a two-way, single carriageway route running east-west parallel to, and to the south of Ock Street. The route has traffic-calming features installed and a parallel service road runs to the south of the main carriageway to provide access to residential properties. The service road is separated from the main road by a wide grass verge and footways are provided on the north side of Caldecott Road only. The road is street lit and subject to a 30mph speed limit. A view of Caldecott Road is shown in Figure 3-1.



Figure 3-1 Looking east into Caldecott Road from the junction with Drayton Road

From Figure 3-1, it can be seen that traffic flows were light during the site visit (AM peak hour) and there was some parking along the route. Pedestrian and cyclist flows were also quite low. Signs provided at the western end of the road suggest that this forms part of the National Cycle Network (Route 5 signed towards Abingdon town centre) and so it would be expected that this route would be relatively well used by cyclists.

There were no obvious safety issues noted along the route itself, with footways sufficient for the level of pedestrian use observed, and traffic flows low and travelling at relatively low speeds as a result of traffic calming measures provided. This is reflected by the collision statistics, with only one reported injury collision occurring along the route between Drayton Road and its junction with Hermitage Road in the five year period to 31 July 2014. This collision occurred very close to the junction with Drayton Road after a cyclist entered Caldecott Road from the roundabout junction with Drayton Road and fell whilst attempting to access the footway, so it would be reasonable to consider this as having occurred at the junction instead.

It was concluded that there were no major safety issues likely to affect pedestrians or pedal cyclists associated with this section of the route.

3.3.2 The junction of Drayton Road and Caldecott Road

The roundabout junction with Drayton Road is a four arm junction located at the crest of an uphill approach from Caldecott Road. The approach to the junction from Caldecott Road is shown in Figure 3.2.



Figure 3-2 Looking west from Caldecott Road towards the junction with Drayton Road

The main traffic movements through the junction are north-south along Drayton Road. During the site visits very few vehicles were observed using the western arm, which provides access into an industrial area (no through route). From site observations, it appears that coloured surfacing was once provided to demarcate a route for circulating cyclists but this is now mostly worn away. The carriageway surface was also in poor condition, road markings were faded and signing was of mixed condition. These issues are illustrated in Figure 3-3.



Figure 3-3 Views of the junction of Caldecott Road with Drayton Road

Including the cyclist collision referred to in the Caldecott Road section of this report there were five reported injury collisions at this junction, of which three involved pedal cyclists and one involved a motorcyclist. This junction clearly presents issues for riders of two wheeled vehicles, but as already noted, it forms part of the signed cycle route to the town centre.

For pedestrians walking north-south past this junction, such as between the proposed development and the schools to the north, it is expected that the preferred route would be likely to be the eastern footway, simply because the walking route is slightly more direct. Pedestrians crossing Suffolk Way to the west of the roundabout are deflected westwards, off the direct desire line, by the alignment of the footway here. The northbound approaches to the junction along both sides of Drayton Road for pedestrians are shown in Figure 3-4.



Figure 3-4 Footways on Drayton Road to the south of the roundabout junction with Caldecott Road

It was concluded that measures to improve safety for pedal cyclists would be of benefit at this junction. Consideration might also be given to reducing the amount of pedestrian guard rail to improve the environment around the junction, although this would be subject to the council's own safety assessment and policy with regard to the provision of pedestrian guard railing.

3.3.3 Drayton Road

Drayton Road is a two-way single carriageway route which has street lighting and is subject to a 30mph speed limit. Footways are provided along both sides of the road and a toucan crossing facility is located to the north of the priority junction with Potenger Way, in the vicinity of the park entrance to an area known as the Ock River Walk. This walk route follows the River Ock east-west and crosses Drayton Road a short distance to the south of Marcham Road. Additional signal controlled crossing facilities are provided across Drayton Road beyond the study area, to the south of the junction with Caldecott Road.

Traffic levels in the morning peak hour were heavy and lengthy northbound queues were observed between the junction with Marcham Road and extending to the south of the crossing. This queue varied in length but cleared quickly outside the peak hour. A safety camera is located on Drayton Road in the vicinity of Ock Bridge Place, facing northbound.

Observations indicated that northbound pedestrians on Drayton Road preferred to use the eastern footway between Caldecott Road and this crossing point, before using the crossing to continue their northward journey on the western footway towards Marcham Road. A small proportion of pedestrians used the Ock River Walk route instead. The existing crossing was well used by both pedestrians and pedal cyclists.



Figure 3-5 Northbound queues on Drayton Road to the south of the junction with Marcham Road

Other than in the vicinity of the Ock River Walk which has short stretches of shared use footway/ cycleways in the vicinity of the toucan crossing and is mainly provided to facilitate east-west cyclist movements between different sections of the Ock River Walk, cyclists must use the carriageway when travelling north-south. There was evidence that cycle symbols and coloured surfacing were provided on Drayton Road across minor road junctions in the past but these were noted to be faded and in poor condition so would be unlikely to offer much in the way of safety benefit for cyclists.

Cycle provision in the vicinity of the crossing appeared confusing in places, with mixed messages provided for cyclists. In the vicinity of the toucan crossing, there is a short stretch of on-road cycle way, 'end of cycle route' signs to Diagram 965 on both footways to the north of the crossing and footways signed for shared use to the south of the crossing on Drayton Road to enable cyclists exiting the Ock River Walk to enter the carriageway to continue their journey southbound. This is shown in Figure 3-6.



Figure 3-6 Inconsistent provision for cyclists on Drayton Road

However, there is no similar facility for cyclists to safely enter the carriageway to continue northbound even though the route for cyclists is again on-carriageway and so the two routes are inconsistent.

Between this crossing and the junction with Marcham Road to the north, the majority of school pedestrian movements were observed to be along the western footway, with both pedestrians and cyclists heading towards the existing crossing facility provided to the west of the double mini roundabout junction at Drayton Road/Marcham Road, even though this route was not signed for shared use. Footways on both sides of Drayton Road to the north of the crossing were of similar width and quality so the route chosen (east or west side of Drayton Road) would be unlikely to make any difference to the safety of pedestrians when travelling north-south to cross Marcham Road.



Figure 3-7 Northbound Cyclists using the western footway of Marcham Road

It was noted that footways were narrow on both sides of Marcham Road in the vicinity of the crossing and that a pinch point exists on the south western corner of Drayton Road and Marcham Road as a result of a low wall and pedestrian guard railing. However, cyclists were observed using this footway in preference to the carriageway: possibly because this becomes blocked by traffic queuing from Drayton Road, or because many of the cyclists were quite young and the complex nature of the double mini-roundabout junction may deterred them. Views of this pinch point are shown in Figure 3-8.



Figure 3-8 Pinch point on the southwestern corner of Drayton Road and Marcham Road

It was not obvious why the 'Cyclists Dismount' sign to Diagram 966 was provided on this corner because an 'End of Cycle Route' sign to Diagram 965 was located further to the south on the western footway of Drayton Road, for cyclists travelling northbound towards this location. Footways on both sides of Drayton Road over the bridge to the south of the junction are currently too narrow for conversion to shared use.

It is recommended that cycle markings are refreshed along Drayton Road and the provision of cycle/ pedestrian signing may be of benefit in the vicinity of the Ock River Walk crossing point. There may also be some benefit in rationalising cycle signing where the need to dismount is either very obvious, or may be ignored in any case.

3.3.4 Marcham Road/ Drayton Road/ Ock Street junction

A double mini roundabout junction is currently provided here and although this appeared to work well outside school journey times, the junction was congested and traffic blocked back on the northbound Drayton Road and westbound Ock Street approaches for periods around 8-9am and again around 3.30pm.

A pelican crossing currently provided a short distance to the west of the junction, was noted to be well used by both pedestrians and cyclists for the journey to school. Use of the crossing by students on their journey to school is seen in Figure 3-9.



Figure 3-9 Existing crossing used by pedestrians crossing Marcham Road

It was noted on site that there were a few issues associated with the crossing in its current location, as follows:

- Footways were narrow on both sides of Marcham Street at the crossing point, which restricted the available waiting space
- Footway widths on both sides of Marcham Road leading to and from the crossing were adequate for the volume of pedestrian traffic using them for the majority of the time, but were congested for very short periods during school journey times
- The lights were called frequently over short periods during school journey times, which caused a build-up of traffic travelling west from both the south, and east
- The crossing was used by cyclists even though it is not a toucan facility

To the east of the junction, a smaller number of students were observed crossing the junction between traffic queues, using the refuge island provided. Although some approached this point along the eastern footway on Drayton Road, the majority had diverted from Drayton Road to the south, onto the Ock River Walk, and approached the crossing from the east, having re-emerged onto Ock Street a short distance to the east. With students crossing between two lanes of traffic at the junction, it was surprising to note that there had been no PICs involving pedestrians at this location during the study period, as these traffic streams travelled at different speeds. High risk crossing movements at this location are shown in Figure 3-10.



Figure 3-10 Crossing movements to the east of the junction

A different walk pattern was observed for the return journey at approximately 3.30pm, however, with a much higher proportion of students choosing to cross Ock Street to the east of the double mini-roundabout junction with Drayton Road than in the morning, with many continuing their journey south via the Ock River Walk route. A small convenience store is located on the south side of Ock Street close to the entrance to the River Walk and which is open during the post-school period. A number of students used this facility on the route home from school and so could be the cause of the different travel patterns observed at this time. This is illustrated in Figure 3-11.



Figure 3-11 Increased crossing movements to the east of the junction in the post-school period

It is therefore concluded that there is a pedestrian desire line within the area of the proposed new signal-controlled crossing during the afternoon return journey from school.

3.3.5 Marcham Road

The proposals include the relocation of the existing signal-controlled crossing facility westwards, away from the junction, to the vicinity of flats Nos 9-16 on the south side of Marcham Road. The approximate location of the relocated crossing is shown in Figures 3-12 and 3-13.



Figure 3-12 Looking west towards the proposed new crossing site



Figure 3-13 Visibility to the east and west from the north side of Marcham Road in the vicinity of the new crossing point

It was noted that the proposed crossing had good visibility in both directions and that the footways were wider than at the current crossing location. However, the textured surfacing on the northern footway would require resurfacing and an existing Advanced Direction sign would need to be relocated so as not to obstruct visibility of and at the crossing. Most critically, however, is that there are concerns that pedestrians travelling between Drayton Road and Spring Road would be much less likely to make use of the facility because of the length of the detour involved.

There are currently no facilities for cyclists to the west of the junction and footways are not signed for shared use, although cyclists were seen to use the northern footway to travel westbound. Of the four collisions which took place on Marcham Road to the west of the junction, one took place at the existing crossing (shunt collision resulting in slight injury but not involving any pedestrians or pedal cyclists), two took place further to the west at the junction with Ock Mill Close (one involving a pedal cyclist) and the final collision occurred at the entrance to the Unicorn School (a specialist day school for pupils aged 3 to 16) and also involved a pedal cyclist. No pedestrian injury collisions were reported.

There may be benefit in improving provision for cyclists along Marcham Road.

3.3.6 Ock Street

Ock Street is a single carriageway road with marked cycle lanes, bus stop laybys on both sides of the road, central hatching to protect vehicles turning right into Victoria Road to the north and a wide uncontrolled crossing immediately to the west of the junction with Victoria Road, which is designed to be for the use of both pedestrians and pedal cyclists, with cyclists signed across Ock Street from both sides of the crossing. There is a signed cycle route to the Ock River Walk to the south which links to Ock Street via a residential cul-de-sac on the south side of the road and the footway is signed for shared use with cyclists along the south side of Ock Street. Views of Ock Street in the vicinity of the uncontrolled crossing are shown in Figure 3-14.



Figure 3-14 Uncontrolled crossing on Ock Street: Looking north, east beyond the study area, and west towards the junction with Drayton Road respectively

Of the nine collisions which took place along Ock Street during the study period, three occurred at this crossing point, of which two involved vulnerable road users: a cyclist was seriously injured on entering the carriageway from the shared use route, and a pedestrian was slightly injured whilst crossing. The third collision at this location involved a single westbound vehicle.

Although there were two collisions at the junction with Meadowside, there were no obvious common factors in these and the remaining collisions were scattered along the route.

In all, five of the nine collisions along this stretch of Ock Street involved pedal cyclists (two involved children) so even though a signed route and on-road cycle lanes are provided, there may be a cyclist safety issue to be addressed here.

It was noted that cycle signing at the exit from the Ock River Walk route was potentially confusing, with short stretches of shared use facilities provided at either end of the uncontrolled crossing, 'give way' markings provided for cyclists and 'End of Cycle Route' signs provided on the north side of Ock Street to the west of the crossing point. It is assumed that cyclists travelling east from the Ock River Walk route would need to re-join the carriageway. For cyclists approaching the crossing from the east there are both on-road and shared use off-road facilities provided.



Figure 3-15 North side of Ock Street on the approaches to the crossing



Figure 3-16 South side of Ock Street between the Ock River Walk link and the crossing point

The provision of more specific cycle destination signing may be of benefit to cyclists following the signed routes, than the number of generic shared use and 'End of Route' signs to Diagram 965 located on the footway here.

Part of the scheme proposal includes the provision of a new signal-controlled pedestrian crossing facility on Ock Street close to the junction with Drayton Road. Site observations already suggest that a desire line exists and that the new facility would be likely to be used by school students, particularly at the end of the school day. However, the site visit raised a few concerns with the proposed location, as follows:

- The northern footway was narrow which reduced the amount of available waiting space for pedestrians
- The signal equipment associated with the crossing may reduce the available width further and potentially create an obstruction which might encourage poor crossing behaviour
- Students would be more likely to use the eastern footway of Spring Road to approach the crossing from the north, which would require them to negotiate a pinch point on the north eastern corner of the junction created by a combination of narrow footways, street furniture and overhanging vegetation, making it more likely that they would walk on the carriageway in the vicinity of the mini roundabout
- A high wall on the north-east corner of the junction restricts visibility round the corner for traffic turning left from Spring Road to Ock Street, which could increase the potential for sharp braking and shunt collisions.

Images which illustrate the concerns set out above are provided in Figure 3-17.



Figure 3-17 narrow footways and a pinch point between Spring Road and the proposed crossing point

Footways on the south side of the road were wider however and provided an easier link to the Ock River Walk route. Although there was a property entrance on the south side of Ock Street in very close proximity to the proposed crossing point, vehicles emerging will only be able to turn left because of the proximity of the splitter island associated with the junction and so would not conflict with pedestrians using the crossing. The southern footway of Ock Street in the vicinity of the proposed crossing location can be seen in the images included in Figure 3-18.



Figure 3-18 Looking west along Ock Street towards the proposed crossing point

Other issues which were considered were the distance of the proposed crossing to the give way lines of the existing junction and the potential for the facility being located off the desire line. The Department for Transport's (DfT) 2010 mini-roundabouts good practice guide recommends that signal controlled crossings on the approach to mini roundabouts should be '*used with care to avoid confusion from the green signal*'. However, the distance between the crossing point and entry to the roundabout appeared sufficient in this instance but the scheme should be subject to a formal Road Safety Audit at an early stage in the design process.

With regard to the pedestrian desire line, those approaching the crossing from the south along the eastern footway of Drayton Road may attempt to take a direct route across the splitter island provided but the crossing will be on the desire line for those using the Ock River Walk or travelling via the convenience store. The provision of a textured or landscaped surface in the splitter island may encourage use of the new crossing as well as improving the attractiveness of the environment around the junction.

It is therefore concluded that a new crossing provided here would need additional footway space on the north side of Ock Street and would need careful signing so that drivers approaching from the north were made aware of the crossing before entering the junction.

3.3.7 Spring Road

As the majority of students used the controlled facility to the west of the junction for their journey to school, the majority of students continuing north along Spring Road used the western footway. However, a different pattern of movements was observed for the return journey, with numbers more evenly spread between the two footways. Both footways were of a similar width but neither was sufficiently wide along its length to enable conversion to shared pedestrian and cycle use. The difference in pedestrian movements on Spring Road in the morning and afternoon school journeys can be seen in Figures 3-19 and 3-20.



Figure 3-19 Northbound AM journeys mostly on the western footway



Figure 3-20 Southbound PM journeys along both footways

Traffic levels were relatively light on Spring Road during both site visits; although no formal crossing facilities were provided, sufficient gaps in traffic were available for students to be able to cross and no evidence of pedestrian-vehicle conflict was observed. During the five year study period, however, there was one serious collision involving a child pedestrian. This occurred to the north of the junction with Cemetery Road at the northern end of the study area. There have been no other reported PICs along Spring Road since 2010. Jacobs have been advised that a school crossing patrol is provided further to the north, beyond the study area but this was not verified on site.

A plan which highlights the main issues identified and sets out the proposed recommendations is included in Appendix C for reference purposes.

4

Summary conclusions and recommendations**4.1 Conclusions**

The review of this area has led to the following conclusions:

- That the existing signal-controlled crossing facilities are well used and that there is a clear need to continue to provide a signal-controlled crossing close to the junction with Drayton Road to enable pedestrians to cross Marcham Road
- That the crossing in its current location delays traffic travelling westbound when approaching from the south and east
- Pedestrians would be less likely to use the crossing on Marcham Road to the west of Drayton Road if it was relocated westwards further from the junction
- That there was an evident pedestrian desire line to the east of the Marcham Road/ Drayton Road junction as well as to the west of it and that this is more pronounced in the afternoon post-school period. A crossing provided on Ock Street would also be likely to be used by students on their journeys to and from school

Therefore it is concluded that in terms of providing a safe route for pedestrians and cyclists to cross north-south, it would not really matter whether a facility was to be provided to the east or west of the junction with Drayton Road, but that provision of a crossing to the east of the junction with Drayton Road might cause less blocking back at the junction during busy periods.

4.2 Recommendations

With regard to ensuring that providing a crossing facility on Ock Street to the east of the junction with Drayton Road is safe for pedestrians, implementation of the following supplementary measures is recommended:

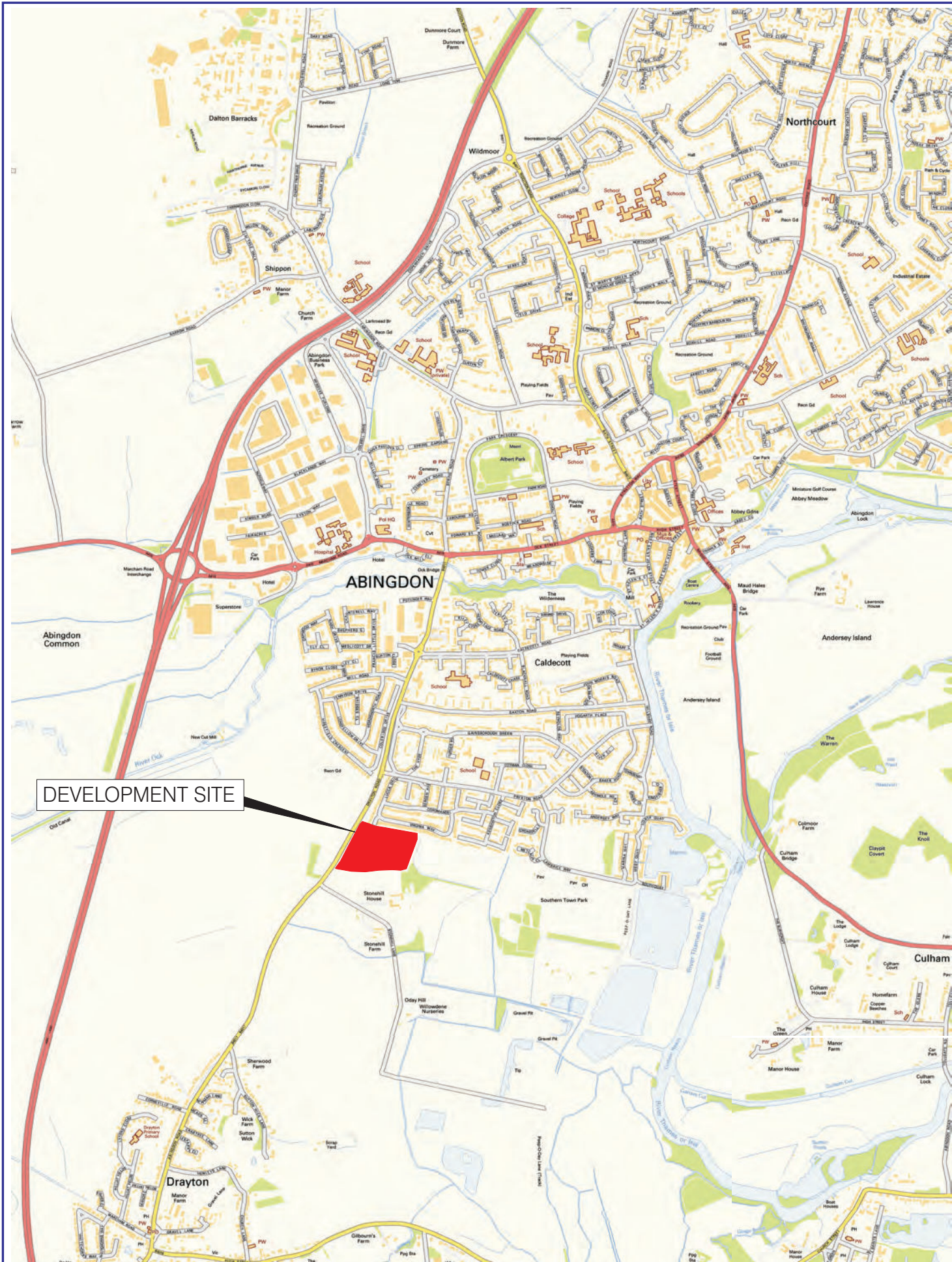
- Provide advanced warning of the new crossing to drivers approaching from Spring Road
- Provide landscaping on Ock Street at the junction with Drayton Road in conjunction with the relocated crossing, to encourage use of the crossing and discourage shortcuts using the splitter island. Increase footway width on the north side of Ock Street by the crossing to reduce pinch points and provide sufficient space to accommodate signal heads and other items associated with the new crossing

With regard to improving safety for pedestrians and cyclists within the Drayton Road/ Marcham Road/ Spring Road/ Ock Street area, the following additional recommendations are made:

- Refresh cycle markings and improve cycle signing on the Caldecott Road/ Drayton Road roundabout
- Refresh cycle markings across side roads on Drayton Road
- Provide direction signing for pedestrians and cyclists at the Ock River Walk crossing and facilitate access to on-road facilities for northbound cyclists
- Review the need for pedestrian guard railing throughout

Appendix A Location of Development Site





Drawing Title SITE LOCATION	Client HALLAM LAND MANAGEMENT LTD			File Extension:
	Job Title LAND EAST OF DRA ROAD, ABINGDON	Scale: NTS	Ckd/Appd: J.S.B.	Drg No: FIGURE 1.2
		Designed by: L.L.	1st Issued: SEPT 12	
		Drawn by: L.L.	Job No: VN50147	

Appendix B Correspondence with Schools

Yeo, Katrina

From: Yeo, Katrina
Sent: 02 September 2014 11:18
To: 'communications@shsk.org.uk'
Subject: School journey assessment : Request for information

Dear sirs,

We have been commissioned to review safety of the existing school walk/ cycle routes in the vicinity of Drayton Road, Marcham Road, Ock Street and Spring Road, in connection with a proposed development on land to the east of Drayton Road. The objective of this study is to identify any possible improvements which could be made to improve the walking/ cycling environment, and review any safety issues associated with the new crossing on Drayton Road and possible relocation of the existing crossing on Marcham Road.

As St Helen and St Katherine School is close to the study area, we are writing to you primarily to let you know in advance that myself and Renata Barnes will be in the area on Tuesday 9 September between the start and end of the school day (we will be wearing high visibility jackets so should be easy to identify), but also to ask if you may be able to provide us with any information which could assist us with our safety review as follows, please:

- Does the school have any information on the number or proportion of pupils who normally walk or cycle to school that you could share with us please? The results of any travel surveys would be particularly helpful.
- Does the school have a Travel Plan, and if so, would it be possible to have a copy please?
- Does the school have any policies on walking or cycling to school, or on how a 'Safe Route to School' is designated and if so, would it be possible for us to have a copy, please?

Finally, and probably most importantly, are you aware of any safety concerns or issues which either staff, pupils or parents/ guardians have expressed about the route to school and which you think should be included in our study?

Many thanks, and any information you may be able to provide would be very gratefully received.
We look forward to hearing from you.

With kind regards,

Kate

Kate Yeo, MSc CMILT MCIHT MSoRSA | Jacobs | Associate | Road Safety | + 44 207 378 2883
| + 44 207 939 1418 fax |
Katrina.Yeo@jacobs.com | www.jacobs.com

Yeo, Katrina

From: Yeo, Katrina
Sent: 02 September 2014 11:10
To: 'office.4125@larkmead.oxon.sch.uk'
Cc: Barnes, Renata
Subject: School journey assessment : Request for information

Dear sirs,

We have been commissioned to review safety of the existing school walk/ cycle routes in the vicinity of Drayton Road, Marcham Road, Ock Street and Spring Road, in connection with a proposed development on land to the east of Drayton Road. The objective of this study is to identify any possible improvements which could be made to improve the walking/ cycling environment, and review any safety issues associated with the new crossing on Drayton Road and possible relocation of the existing crossing on Marcham Road.

As Larkmead School is nearby, we are writing to you primarily to let you know in advance that myself and Renata Barnes will be in the area on Tuesday 9 September between the start and end of the school day (we will be wearing hi visibility jackets so should be easy to identify), but also to ask if you may be able to provide us with any information which could assist us with our safety review as follows, please:

- Does the school have any information on the number or proportion of pupils who normally walk or cycle to school that you could share with us please? The results of any travel surveys would be particularly helpful.
- Does the school have a Travel Plan, and if so, would it be possible to have a copy please?
- Does the school have any policies on walking or cycling to school, or on how a 'Safe Route to School' is designated and if so, would it be possible for us to have a copy, please?

Finally, and probably most importantly, are you aware of any safety concerns or issues which either staff, pupils or parents/ guardians have expressed about the route to school and which you think should be included in our study?

Many thanks, and any information you may be able to provide would be very gratefully received.
We look forward to hearing from you.

With kind regards,

Kate

Kate Yeo, MSc CMILT MCIHT MSoRSA | Jacobs | Associate | Road Safety | + 44 207 378 2883
| + 44 207 939 1418 fax |
Katrina.Yeo@jacobs.com | www.jacobs.com

Yeo, Katrina

From: Yeo, Katrina
Sent: 02 September 2014 11:41
To: 'office.4126@johnmason.oxon.sch.uk'
Subject: School journey assessment : Request for information

Dear sirs,

We have been commissioned to review safety of the existing school walk/ cycle routes in the vicinity of Drayton Road, Marcham Road, Ock Street and Spring Road, in connection with a proposed development on land to the east of Drayton Road. The objective of this study is to identify any possible improvements which could be made to improve the walking/ cycling environment, and review any safety issues associated with the new crossing on Drayton Road and possible relocation of the existing crossing on Marcham Road.

As John Mason school is nearby, we are writing to you primarily to let you know in advance that myself and Renata Barnes will be in the area on Tuesday 9 September between the start and end of the school day (we will be wearing high visibility jackets so should be easy to identify), but also to ask if you may be able to provide us with any information which could assist us with our safety review as follows, please:

- Does the school have any information on the number or proportion of pupils who normally walk or cycle to school that you could share with us please? The results of any travel surveys would be particularly helpful.
- Does the school have a Travel Plan, and if so, would it be possible to have a copy please?
- Does the school have any policies on walking or cycling to school, or on how a 'Safe Route to School' is designated and if so, would it be possible for us to have a copy, please?

Finally, and probably most importantly, are you aware of any safety concerns or issues which either staff, pupils or parents/ guardians have expressed about the route to school and which you think should be included in our study?

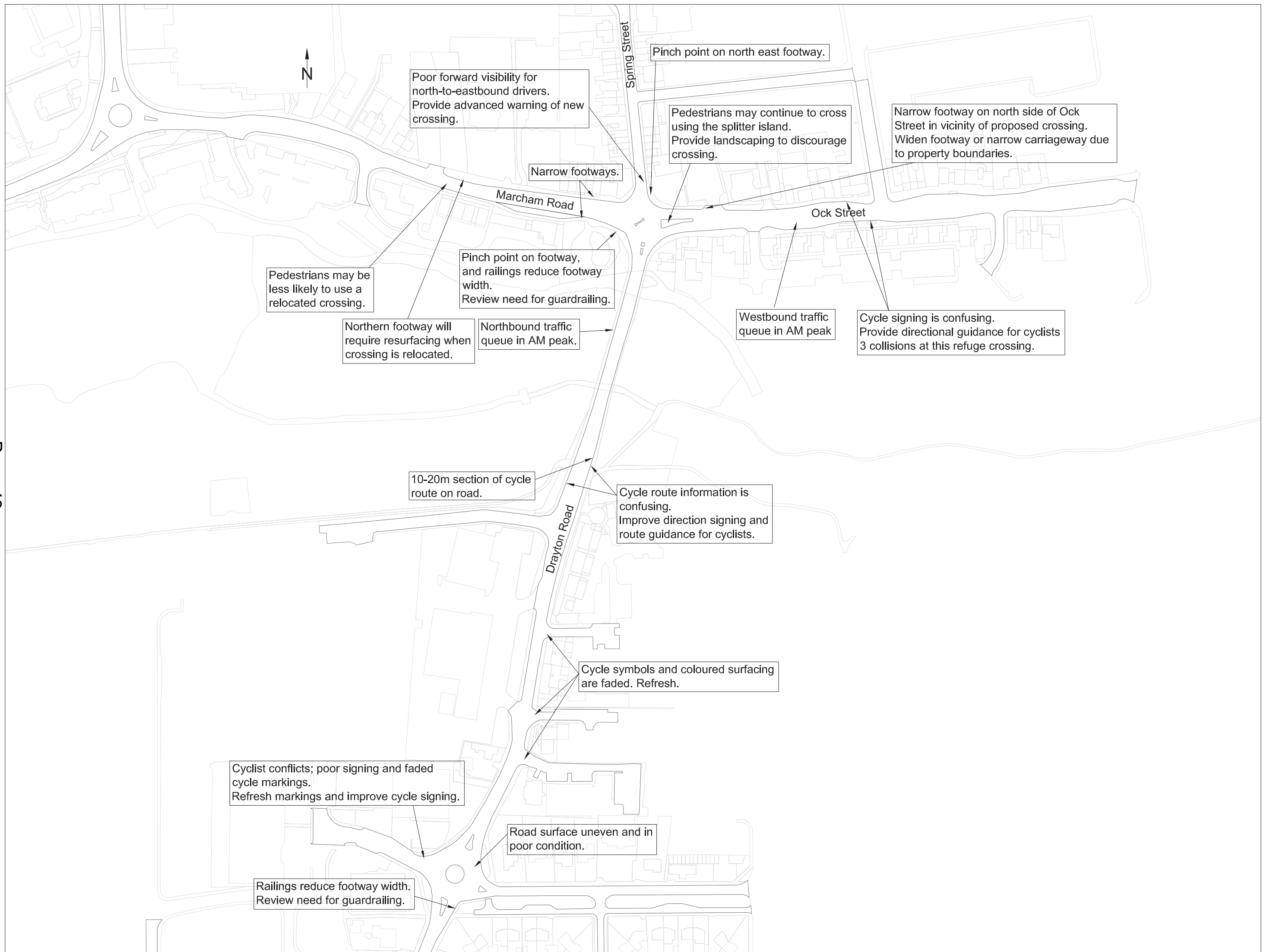
Many thanks, and any information you may be able to provide would be very gratefully received.
We look forward to hearing from you.

With kind regards,

Kate

Kate Yeo, MSc CMILT MCIHT MSoRSA | Jacobs | Associate | Road Safety | + 44 207 378 2883
| + 44 207 939 1418 fax |
Katrina.Yeo@jacobs.com | www.jacobs.com

Appendix C Issues and Measures Plan



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CABINET – 16 DECEMBER 2014

Note of the Meeting of the Performance Scrutiny Committee held on 3 November 2014

1. At their meeting on 3 November 2014 the Performance Scrutiny Committee considered the decision of the Cabinet Member for Environment made on 9 October 2014 following proper notice of a call in.
2. The Committee AGREED, by a majority vote to refer the decision back to Cabinet on the grounds of the following material concerns:
 - a. that neither the officer's report nor the Cabinet Member's decision appeared to be based on the Department of Transport Guidance into the assessment of pedestrian crossing sites; and
 - b. the Cabinet Member did not take due account of the impact of the changes on the wider local traffic network.

Summary of the Material Concerns

3. During discussion Members considered that the guidance set down a process for consideration of crossings and that the starting point is the proper assessment of the safest place to put a crossing. A key element is the desire line for people using the crossing. The Committee acknowledged that some Guidance was referred to by officers but not that relating specifically to pedestrian crossings.
4. Members considered the point raised that there was no information on the impact of the changes on the wider local traffic network. They heard from officers that no new evidence came up through the process. However the Committee considered that the reason there was no new evidence was because the County Council did not do an assessment. They found that it was unreasonable to expect local residents to do such an assessment and that it was the job of the County Council to assess those wider implications.

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Division(s):N/A

CABINET – 16 DECEMBER 2014

ADDENDA

SERVICE & RESOURCE PLANNING 2015/16 – 2017/18

Report by Chief Finance Officer

Introduction

1. As set out in the main report, the Chancellor made his Autumn Statement on 3 December 2014 as expected. This addenda summarises the key announcements in the Statement and sets out the implications for the County Council.

Key announcements

The Economy

2. The Office of Budget Responsibility's (OBR's) forecasts of economic growth have been revised upwards in the short-term from 2.7% to 3.0% in 2014/15 and from 2.3% to 2.4% in 2015/16. Growth forecasts beyond 2015/16 have been revised downwards to 2.2% from 2.6% in 2016/17, 2.4% from 2.6% in 2017/18 and 2.3% from 2.5% in 2018/19. The forecast growth in 2019/20 is 2.3%.
3. Despite strong economic growth, there has been a sharp fall in the amount of tax raised and as a result the budget deficit is expected to fall by only £6.3bn to £91.3bn in 2014/15. The structural deficit has halved since its peak in 2009/10 and is expected to fall each year and to be in surplus by 2018/19.
4. Both CPI and RPI inflation forecasts have been revised down significantly. CPI inflation is expected to remain below the Bank of England's 2% target until 2017. The RPI inflation measure is used to uprate the business rate multiplier each financial year, and has been revised down to 2.2% from 3.2% in 2015.

Public Spending

5. The Government's restraint in public spending is to continue for the next Parliamentary period, with significant savings of around £23.5bn to be made by 2018/19. £13m of this is to be made by reducing Government departments' budgets and the remainder from the welfare budget. It is not clear whether the existing protections for health, education and international development will continue to apply.
6. In the Economic and Fiscal Outlook, the OBR comment that "*the Government's policy assumption for total spending implies that the burden of the remaining*

consolidation would fall overwhelmingly on the day-to-day running costs of the public services – and more so after this Autumn Statement. Between 2009-10 and 2019-20, spending on public services, administration and grants by central government is projected to fall from 21.2 per cent to 12.6 per cent of GDP and from £5,650 to £3,880 per head in 2014-15 prices. Around 40 per cent of these cuts would have been delivered during this Parliament, with around 60 per cent to come during the next. The implied squeeze on local authority spending is similarly severe.”

7. The graphs in Annex 1 show the scale of the reductions to be made in the next Parliamentary period.
8. An extra £2bn will be available for frontline NHS services in 2015/16. £1.5bn will be provided in extra funding to help the NHS meet increased demand and deliver patient care, and £200m will be invested in a transformation fund to help deliver the first year of the NHS's 'Five Year Forward View.
9. The government has pledged to give Councils and Clinical Commissioning Groups indicative multi-year budgets “as soon as possible after the next spending review” to “embed joint planning in health and social care further, and build on the better care fund.”

Taxes

10. A range of measures relating to business rates was announced including:
 - Reducing the 2.3% RPI increase for 2015/16 to 2%.
 - The £1,000 discount for all retail premises, pubs and cafes (excluding banks and betting offices) with rateable values below £50,000 will be increased to £1,500.
 - Continuation of the current Small Business Rate Relief for a further year.
 - A review of the structure of business rates will be carried out by the Government, reporting by Budget 2016. The review will be fiscally neutral for local authorities (so the total rates raised nationally from business rates will not change as a result of the review).
 - The government will publish its interim findings from the review of business rates administration in December 2015, setting out how it will respond to businesses' calls for clearer billing, better information sharing and a more efficient appeal system.
11. The Autumn Statement set out a reform of residential property stamp duty. The new rates will only apply to the part of the property price that falls within that band, so there will no longer be a huge jump in stamp duty on properties just over the threshold. 0% is paid for the first £125,000 then 2% on the portion up to £250,000, 5% up to £925,000, then 10% up to £1.5m and 12% on anything above that. The changes came into effect from midnight on 4 December 2014.
12. Employer National Insurance Contributions for organisations that employ young apprentices (under 25 years old) will be abolished.

13. Fuel duty will be frozen until May 2015.
14. Contributions from businesses to a Flood and Coastal Erosion Risk Management (FCERM) partnership funding scheme from 1 January 2015 will attract a 100% tax deduction.

Capital Investment

15. In an update to the National Infrastructure Plan, the Government has committed £15bn to improve the national road network. This will include around £6bn to resurface 80% of the Highways Agency network, and over £9bn to add 1,300 extra lane miles and over 60 junction improvements. The Government also previously committed to £5.8bn in capital funding over the next Parliament to improve the condition of local authority-managed roads.
16. The Treasury also announced the details for over 1,400 flood defence schemes totalling £2.3bn over the next 6 years to protect homes from flooding.
17. There will be a £235 million investment in the Sir Henry Royce Institute for advanced materials, which will be based at Manchester University with satellite centres at Leeds, Liverpool, Sheffield, Cambridge, Oxford and Imperial College. The institute will drive collaborations between academia and industry, to commercialise the UK's world-leading research in this field.
18. The government will release public sector land with capacity for up to 150,000 homes between 2015 and 2020.

Local Growth

19. The Government will allocate a further £1bn from the £12bn Local Growth Fund announced in Spending Round 2013 for a second wave of Growth Deals. The Government says this will allow LEPs to bid for support for local projects as part of 'their ambitious plans for growth'.
20. Section 106 negotiations will be speeded up to reduce delays to the planning process. This will include revising guidance, consulting on a faster process for reaching agreement, considering how timescales for agreement could be introduced and improving the transparency on the use of Section 106 funds.

Implications for the County Council

21. The business rate measures announced in the Autumn Statement are estimated to reduce the Council's income by £0.6m in 2015/16. This is expected to be fully compensated by the government through a specific grant.

22. Key programmes/projects relating to Oxfordshire include:

- Up to £25m for 'Technology enhancements' on the A34 – detection loops, CCTV cameras and other driver information systems
- Up to £25m for improvements at Peartree and Botley interchanges
- A Cambridge to Oxford Expressway – improvements are planned mainly at the Cambridge end.
- £42m towards the Oxford Flood Alleviation Scheme.
- The government will also support Bicester to provide up to 13,000 new homes as the second new 'Garden City'.

RECOMMENDATION

23. The Cabinet is RECOMMENDED to:

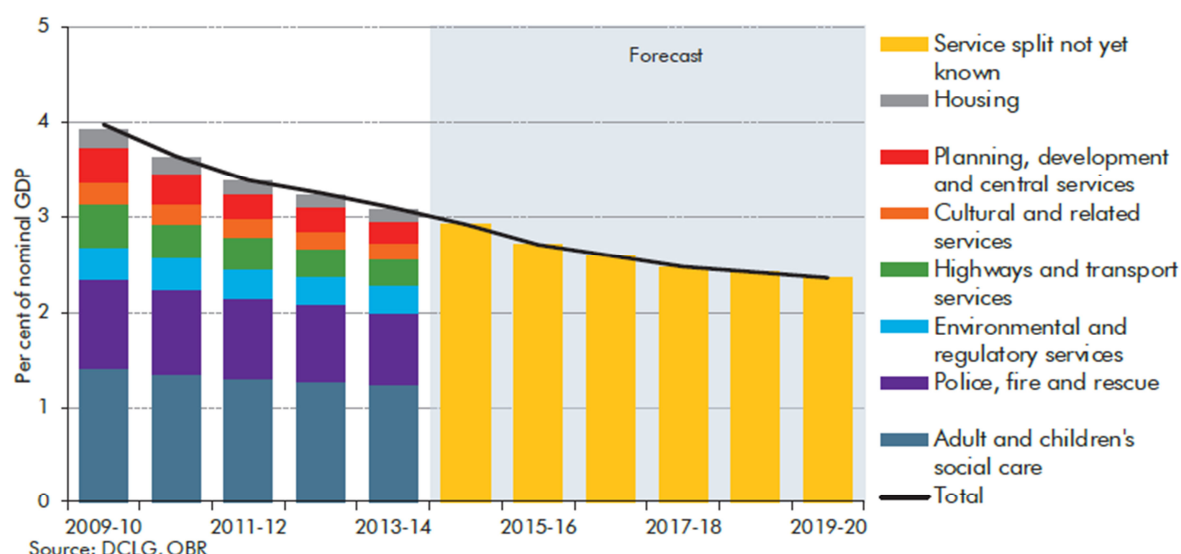
Note the implications set out in the addenda in forming their budget proposals in January 2015.

LORNA BAXTER
Chief Finance Officer

Background papers: Nil

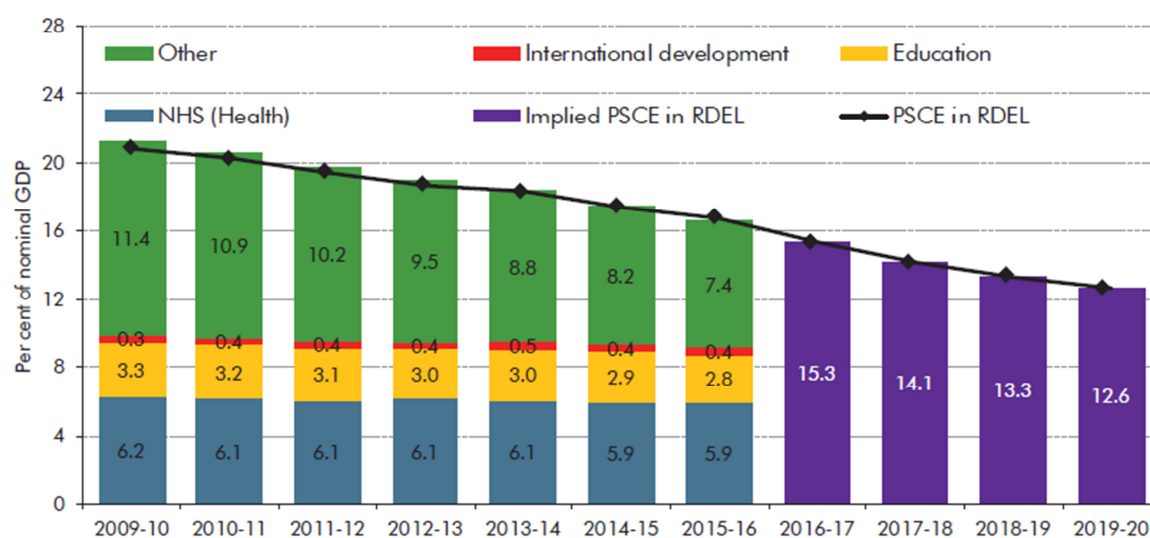
Contact Officers: Katy Jurczynszyn – Senior Financial Adviser (Capital & MTFP)
Tel. 01865 323995

Chart 4.5: Local authority current spending in England



1. Total current spending excludes education and public health, where data are not comparable across years, and also excludes housing benefit, which is largely funded by central government. 2. Total spending from 2016-17 derived on the assumption that central government grants to local authorities decline in line with total implied PSCE in RDEL

Chart 4.4: Resource DEL and implied resource DEL relative to GDP



Plans for RDEL excluding depreciation upto 2015-16. Beyond 2015-16 based on implied PSCE in RDEL calculated from the Government assumption for TME. Other includes unallocated amounts.

Source: HM Treasury Autumn Statement 2014, HM Treasury Public Expenditure Statistical Analyses, July 2014

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CABINET – 16 DECEMBER 2014

ITEM 12 – FORWARD PLAN AND FUTURE BUSINESS

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

Amendments to items in the present Plan

Portfolio	Topic (Ref)/Decision	Present Timing	Change
<i>Environment</i> Cabinet Member	Proposed Amendments to Residents Parking Scheme – Abingdon (Ref: 2013/017) To seek approval to proceed	15 January 2015	Deferred to date to be confirmed
<i>Environment</i> Cabinet Member	Proposed Traffic Restrictions – Abbey Place, Oxford (Ref: 2014/159) To seek approval of the proposals.	15 January 2015	Withdrawn – no objections
<i>Environment</i> Cabinet Member	Proposed Village Entry Traffic Calming Feature – Stanton Harcourt (Ref: 2014/167) To seek approval of the proposals.	15 January 2015	Withdrawn – no objections
<i>Environment</i> Cabinet Member	Proposed Pedestrian Crossing – Bicester Eco-Town Exemplar Site (Ref: 2014/168) To seek approval of the proposals.	15 January 2015	Withdrawn – no objections
<i>Environment</i> Cabinet	The Supported Transport Programme (Ref: 2014/161) To seek approval to award funding to first set of community transport grant applications.	27 January 2015	Deferred to date to be confirmed

New Items added to the present Plan

Cabinet Area	Topic/Decision	Timing	Report by/ Contact
<i>Adult Social Care</i> Cabinet	Housing Related Support (Ref: 2014/191) To agree the proposed way forward for housing related support services in Oxfordshire.	27 January 2015	Natalia Lacklou, Commissioning Manager Tel: 07881 500344 <i>Director for Adult Social Care</i>

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