



County Council

11 July 2017

Schedule of Business

County Hall, New Road, Oxford, OX1 1ND

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OXFORDSHIRE COUNTY COUNCIL – 11 JULY 2017

SCHEDULE OF BUSINESS

All Members are invited to attend a briefing on the rise of Council on Tuesday, 11 July 2017 to give an overview of how Emergency Planning would work in Oxfordshire in the light of Grenfell and terrorist attacks. This session will be led by Grahame Mitchell, Assistant Chief Fire Officer.

AGENDA ITEM	PAGE NO.	MAXIMUM DURATION	APPROX START TIME TIME LIMIT PER DEBATE	SUBJECT	PROPOSALS (M = Motion; SEC = Seconder; Am = Amendment S = Statement; Q = Question; REC = Recommendation to be determined)
1.	1	30 mins	10.30	<p>Minutes</p> <p>Minutes of the Meeting held on 16 May 2017 (CC1).</p> <p><i>Members are asked to note that a technical error has occurred in the list of those present at the May Meeting. Please see a revised list at Annex 3.</i></p>	- See Annex 3
2.	1			Apologies for Absence	

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3.	2			Declarations of Interest	
4.	2			Official Communications <ul style="list-style-type: none"> • Briefing after Council; • Maggie's Centres • Awards • tackling anti-LGBT bullying in schools 	
5.	2			Petitions and Public Address	
6.	2			Appointments	
7.	2			Questions with Notice from Members of the Public See Annex 4	Tom Hayes, Oxford City Councillor and Executive Board member for Community Safety to The Leader of the Council, Councillor Ian Hudspeth.

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8.	2	30 mins	11.00 am	Questions with Notice from Members of the Council (1) Johnston to Constance (2) Johnston to Constance (3) Howson to Hibbert-Biles (4) Howson to Hibbert-Biles] (5) Howson to Bartholomew (6) Turnbull to Stratford (7) Buckley to Constance (8) Leffman to Constance (9) Pressel to Constance (10) Pressel to Constance (11) Pressel to Constance (12) Carter to Lindsay-Gale (13) Matelot to Lindsay-Gale (14) Carter to Bartholomew (15) Carter to Hibbert-Biles	

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9.	2	20 mins	11.30 am	Report of the Cabinet Leader (Ian Hudspeth) Deputy Leader (Judith Heathcoat) Children & Family Services (Steve Harrod) Finance (David Bartholomew) Local Communities (Mark Gray)	Webber (1) Howson (2), Webber (3), R Smith, Evans (4) G. Sanders, Howson (6) Roberts, Howson (7), Webber, Leffman, Evans (8) Roberts, R Smith, J. Sanders (9)
10.	2	20 mins	11.50	Audit & Governance Annual Report	(M) Carter (SEC) Ilott S Johnston S R Smith S Pressel S Evans

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11.	2	5 mins	12.10	County Council Meeting Dates <i>Members are asked to note that the May date for Cabinet and Cabinet Member Decisions shown at page 27 of the Agenda papers should read 22 May 2018.</i>	(M) Chairman (SEC) Vice Chairman
12.	3.	15 mins	12.15	Virements to Council	(M) Bartholomew (SEC) Hudspeth S Turnbull

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13.	3	40 mins	12.30	Motion From Councillor Ian Hudspeth	(M) Hudspeth (SEC) Brighthouse (AM) Leffman (SEC) Johnston (AM) Brighthouse (SEC) S Heathcoat S Bartington S Constance S Hibbert Biles S Harris S Webber S R Smith S Pressel S Turnbull S Philips S Banfield
				LUNCH	

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14.	4	1 hour	2.00 pm	Motion From Councillor Liz Brighthouse	(M) Brighthouse (SEC) Price (AM) Fatemian (SEC) Bulmer (AM) Webber (SEC) R Smith S Gray S Harris S Johnson S Roberts S Fawcett S E Smith S Turnbull S Philips S Cherry S J Sanders S Constance

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15.	5/6	25 mins	3.00 pm	Motion From Councillor David Bartholomew	(M) Bartholomew (SEC) R Smith S Reynolds S Roberts S Leffman S Pressel S J Sanders S Turnbull S Atkins

AMENDMENTS TO MOTIONS ON NOTICE

Agenda Item 13 – Motion From Councillor Ian Hudspeth – Amendment to be moved by Councillor Liz Leffman

“Oxfordshire County Council congratulates all the newly elected Oxfordshire MPs following the recent General Election. We look forward to working with them all in the future. ~~and would like to invite them to address a Council meeting in the future.~~

This Council asks the Chairman to ~~write to each MP congratulating them on their successful campaign, inviting them to address a Council meeting.~~ ***invite Oxfordshire MPs to a meeting with members to share mutual concerns with relevance to the County.***”

Agenda Item 13 – Motion From Councillor Ian Hudspeth – Amendment to be moved by Councillor Liz Brighouse

“Oxfordshire County Council congratulates all the newly elected Oxfordshire MPs following the recent General Election. We look forward to working with them all in the future and would like to invite them to address ***attend a question and answer session at a Council meeting in the future.***

This Council asks the Chairman to write to each MP congratulating them on their successful campaign, inviting them to address a Council meeting.”

Agenda Item 14 – Motion From Councillor Liz Brighouse – Amendment to be moved by Councillor Arash Fatemian

“This Council, wishing to ensure that governance arrangements for the County are transparent, inclusive and reflect the political situation which exists, asks the Cabinet to work with Political Group Leaders to ~~come forward with a plan to replace the Cabinet with 3 Committees to cover each of the Strategic Directorates~~ investigate ***alternative governance and committee models which could further strengthen the work of the Council.***

These Committees would have delegated decision making powers from the Council and would be politically balanced. The Locality Groups ~~would~~ ***could*** become Committees for each of the District Council Areas (there is already a Locality Group for the City). These Locality Committees would be consulted on policy and budget matters by the Directorate Committees. Robust Scrutiny

Structures would be put in place. The Plan to be worked on with a view to the change in the structure being put in place by May 2018.” ***As soon as practicable.***

Agenda Item 14 – Motion From Councillor Liz Brighthouse – Amendment to be moved by Councillor Richard Webber

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These **Such** committees would have delegated decision making powers from the Council and would be politically balanced. ~~The Locality Groups would become Committees for each of the District Council Areas (there is already a Locality Group for the City). These Locality Committees would be consulted on policy and budget matters by the Directorate Committees. Robust Scrutiny Structures would be put in place.~~ The Plan to be worked on with a view to the change in the structure being put in place by May 2018.”

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

ANNEX 2

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

Questions	Answers
<p>1. COUNCILLOR BOB JOHNSTON</p> <p>In the light of the rising concern about road produced air pollution in general and diesel generated oxides of nitrogen in particular, will she agree to convene an early meeting of the Local Transport Plan 4 (LTP4) Cabinet Advisory Group to seek to upgrade LTP4 accordingly in its next iteration?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>I share the growing concern about air pollution. We updated LTP4 last year to strengthen our position on air quality in accordance with a motion passed by members. We have just responded to the latest Government consultation on this subject, stressing the importance of walking and cycling in achieving a cleaner environment, and seeking clarification of the Government’s position on Clean Air Zones. In Oxford, we are awaiting a report from consultants on the recently completed Zero Emission Zone study (commissioned in partnership with the city council) focusing on central Oxford.</p> <p>The LTP Members Working Group, which I was part of, performed a very useful role and in principle I would be happy to revive this. It was originally set up as a sub-group of the Transport Advisory Panel but the Panel proved less useful and ceased to meet, while the LTP Members Working Group carried on with its work. In reviving this we need to consider and get the Council to agree issues of membership and governance and its exact remit.</p> <p>This is something we will look at in relation to the timing of the next LTP update - whilst primarily for us to decide, this will be influenced by other factors including the National Infrastructure Commission final report in the Oxford to Cambridge corridor due in the autumn, but I hope we can agree something . This update work will need to cover a number of issues, including an early examination of air quality. For this to be most useful, we should await the Government’s response to the recent consultation and the report of the Zero Emission Zone study, both due by the end of July.</p>

<p>2. COUNCILLOR BOB JOHNSTON</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p>
<p>On the 13th of December 2016, I moved a motion calling on the Railway Minister to reverse his shelving of the Didcot to Oxford electrification. This was passed nem con, what action(s) has been taken to follow up this motion?</p>	<p>Network Rail is midway through an ambitious £38 billion five-year investment programme up to 2019, funded by the UK Government, which includes electrification of the Great Western Mainline as part of a major route upgrade. With the cost of electrification having tripled in cost to an estimated £2.8 billion, the Secretary of State asked Sir Peter Hendy, the chairman of Network Rail to review of their Enhancement Delivery Plan to see what could be delivered in an affordable way and more efficiently with a better understanding of cost and the delivery challenges, and within the funding available from the Treasury in the current funding period until March 2019.</p> <p>The Hendy Report was published in November 2015 and concluded that replanning of some works would enable them to be delivered faster and with better value-for-money. The report confirmed that electrification will still go ahead, albeit some route sections will be delivered to a different timescale than originally planned, including the line between Didcot Parkway and Oxford which was to be delivered by June 2019 rather than in 2016.</p> <p>In a written statement to Parliament on 8 November 2016, Transport Minister Paul Maynard MP announced that electrification between Didcot Parkway and Oxford would be deferred; no completion date has been given. In addition, electrification has been removed from the scope of East West Rail meaning the railway between Oxford and Milton Keynes will remain a diesel-operated route for the foreseeable future.</p> <p>Whilst we are disappointed that the planned investment has been deferred, many of the benefits of electrification will be delivered in other ways:</p> <p>The order for new Class 800/801 InterCity Express Trains has been changed so all trains will be bi-mode electro-diesel (rather than a mix of bi-mode and fully electric as originally proposed). It is worth noting that many of the Oxford-London 'fast' services will have used bi-mode trains anyway as they continue</p>

beyond Oxford to Worcester on the North Cotswolds Line which is not electrified; the changeover from electric to diesel will occur whilst the trains are on the move near Didcot rather than at Oxford. The only downside is that a bi-mode train when used in diesel mode is noisier and emits more pollution than a fully-electric train as they are heavier.

In addition, Great Western Railway has invested £490 million in an additional fleet of new Class 802 trains to bolster the number of bi-mode trains, and some of these will be used on 'fast' services to Oxford.

From January 2018, new Class 387 electric trains will begin operating Outer Thames Valley services from Didcot to Reading/London. To enable that to happen the existing 'stopping' service from Oxford to Reading will be replaced with a diesel shuttle service between Oxford and Didcot Parkway calling at Radley, Culham and Appleford stations, and this will connect with the new electric trains. Most passengers from these stations already change trains at Didcot onto fast trains to Reading and London so there will be minimal inconvenience.

Oxfordshire will not have to make do with existing trains as the new electric rolling stock is not being put into store. The vast majority of people travelling from Oxford and Didcot will still benefit from new state-of-the-art trains, using electric power for most of their journey. The trains will be powered by diesel engines complying with the latest European Stage IIIB emissions regulations for non-road machinery, making them more environmentally friendly compared to the trains they are replacing.

Electrification itself will not have delivered the step-change in rail services that we think are needed to support a growing economy, and will not have provided the extra connectivity for residents and businesses.

Since electrification was confirmed in 2010, it has become obvious that a lack of capacity to operate more trains will become a major constraint in less than five years. This now has to be the top priority for rail investment in Oxfordshire.

The railway south of Oxford is already operating over 90% of its capacity and without extra infrastructure it will not be possible to increase the number of trains beyond those expected to be running in 2019, regardless of whether they are diesel or electric-powered trains.

Deferring electrification is therefore an opportunity to develop this nationally important rail corridor through the Knowledge Spine so it has better capability and more capacity to deal with the demand as Oxfordshire's, and the United Kingdom, economy and population grows.

Without extra track and station capacity between Oxford and Didcot, it will be very difficult, if not impossible, to achieve the following key rail objectives:

- East West Rail Phase 2 services being extended from Oxford to Didcot and Reading;
- New services to Cowley, with stations at Oxford Science Park and Oxford Business Park having potential to facilitate sustainable new housing at Grenoble Road;
- Direct services from Oxford/Didcot to Heathrow Airport once the new rail link into the airport opens in 2024;
- A half-hourly service from Oxford (and beyond, via East West Rail) to Swindon, Bath and Bristol;
- Increased service frequency between centres of growth in the Knowledge Spine, for example at Didcot, Culham and Oxford, with more trains calling at Culham linked to new housing and employment around the station;
- New rail links within Oxfordshire, for example by extending the diesel shuttle service beyond Oxford to Hanborough, and improving services to Banbury.

It is not in our best interest to seek a review of the government's decision. We cannot wait for decades before the railway catches up with our growth agenda; expanding the existing railway will be less complicated and less expensive without electrification.

	<p>When electrification does take place, it should be of an upgraded, higher capacity railway. In the meantime we will strive for a better deal for Oxfordshire by:</p> <p>Working with Great Western Railway to understand how the passenger benefits of electrification, such as more seats and faster journeys, are going to be secured;</p> <p>Working with Network Rail to identify and bring-forward enhancements that deliver extra track and station capacity and, where necessary, seek to safeguard the land required in the relevant Local Plan;</p> <p>Work with OxLEP, the Growth Board and other partners to lobby the Department for Transport to commit funding that will allow Network Rail to start development work on enhancements to be delivered before 2024, in the same way that £27 million has been committed to further develop the Oxford-Cambridge expressway;</p> <p>Seeking to better align investment in strategic transport infrastructure, including rail, with the location of strategic development sites to maximise their viability and value for money;</p> <p>Submitting proposals to the Department for Transport setting out our ambitions for the next Great Western franchise, due to commence in April 2020.</p>
<p>3. COUNCILLOR JOHN HOWSON</p> <p>What steps is the county council taking to ensure that the small primary schools across the County forced to pay the Apprenticeship Levy will be able to see a return on their</p>	<p>COUNCILLOR HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH & EDUCATION</p> <p>The Apprenticeship Levy came into effect on 1st May 2017, and the council is keen to ensure we get maximum return on investment from the Levy across all our services and schools. The council is supporting those schools who are liable for the Levy where the local authority is the employer. These are:</p>

investment in skills development?	<ul style="list-style-type: none">• Community schools• Voluntary Controlled schools• Foundation or Voluntary Aided schools which have an annual payroll bill of more than £3m <p>The Council's pot of Levy funding includes c.£640,000 for schools where the local authority is the employer. This money can only be used to pay for formal apprenticeship training, and takes the form of digital vouchers provided by the Education and Skills Funding Agency in an online account.</p> <p>The County Council's HR service has been engaging schools in planning for the Levy since clear guidance from central government was published in 2016. Information and support has been provided in a diverse range of ways including:</p> <ul style="list-style-type: none">• Presenting information and answering queries at meetings with School Business Managers• Individual advice and guidance provided via face to face visits to schools, over the phone and email• Updates regarding the practical process to source relevant training options via Schools News• Providing information to Heads and Chairs briefings <p>Schools can access digital Levy vouchers via the council's HR service. We will help to identify a good quality training provider, and provide guidance on apprentice recruitment for new entrants. We will also support the school to ensure they comply with all regulations around training an apprentice, for example allowing sufficient time for off-the-job training, and completing a health and safety risk assessment for a young person where applicable.</p> <p>There are a wide range of Apprenticeship training options that can be funded by the Levy either for entry-level roles or as career development for existing staff in schools. For example:</p>
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	<ul style="list-style-type: none"> ❖ Supporting teaching and learning in schools ❖ Early years educator ❖ Business Administration ❖ IT technician ❖ Caretaker/property maintenance ❖ PE teaching ❖ Catering ❖ Cleaning and support services <p>The range of qualifications available is increasing all the time, so for example a teaching apprenticeship for graduate entry is in development, and due to be available in September 2018. There is no age restriction applied to apprenticeship training. Candidates may be eligible for funding even if they have existing or higher level qualifications. Some time off normal work duties will be required. All qualifications take at least one year to complete, longer if staff are employed on a term-time only basis.</p>
<p>4. COUNCILLOR JOHN HOWSON</p> <p>What is the current outcome for Ofsted judgments on secondary schools funded by the State in Oxfordshire and how does it compare with our statistical neighbours?</p>	<p>COUNCILLOR HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH & EDUCATION</p> <p>The vast majority of our secondary schools are now academies, with only three secondary schools currently in local authority control. We expect to only have one maintained secondary school by the end of this financial year. Our responsibility for school improvement of secondary schools is very much diminished for this reason. However we have developed a strong school to school support model in Oxfordshire, working with our partners through the Strategic School Partnership Board. It is our number one aspiration that all of Oxfordshire's young people should attend a good school, and I am pleased to report that as of 31st May 2017, 83% of Oxfordshire's state funded secondary schools were judged to be good or better, which ranks us 6th within our statistical neighbour group. (Lower than Wiltshire, where 93% of schools are good or better, but higher than Cambridgeshire (80%) and Buckinghamshire with 73%).</p> <p>In Oxfordshire: 17% (6) are outstanding,</p>

	<p>66% (23) good, 9%(3) requiring improvement and 9%(3) judged inadequate. Of the 3 secondary schools remaining in Local Authority control, 2 are good and one was recently judged as inadequate.</p>																																			
<p>5. COUNCILLOR JOHN HOWSON</p> <p>How much has the County paid out in damages in each of the last four financial years apportioned by the directorates in force at the time and what sum has been set aside for claims still under discussion or within the time limit for making a claim?</p>	<p>COUCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</p> <p>The total amount paid out over the last four years in respect of all policy types (the significant types being Employers Liability, Fire, Motor Fleet, Officials Indemnity; Public Liability & Storm and Water damage)is set out below;</p> <table border="1" data-bbox="887 660 1966 903"> <thead> <tr> <th>Directorate</th> <th>2013-2014</th> <th>2014-15</th> <th>2015-16</th> <th>2016-17</th> </tr> </thead> <tbody> <tr> <td>Children Young People & Families</td> <td>£ 465,352</td> <td>£ 637,179</td> <td>£ 2,021,207</td> <td>£ 465,654</td> </tr> <tr> <td>Social & Community Services</td> <td>£ 47,731</td> <td>£ 17,913</td> <td>£ 12,346</td> <td>£ 31,821</td> </tr> <tr> <td>Community Safety</td> <td>£ 95,615</td> <td>£ 41,026</td> <td>£ 235,216</td> <td>£ 152,340</td> </tr> <tr> <td>Environment & Economy</td> <td>£ 750,499</td> <td>£ 819,771</td> <td>£ 1,162,935</td> <td>£ 915,150</td> </tr> <tr> <td>Corporate Services</td> <td>£ 29,877</td> <td>£ 11,179</td> <td>£ 2,564</td> <td>£ -</td> </tr> <tr> <td>TOTAL</td> <td>£ 1,389,074</td> <td>£ 1,527,068</td> <td>£ 3,434,268</td> <td>£ 1,564,964</td> </tr> </tbody> </table> <p>The Council has set aside £5.6m in provisions for claims which remain open at 31 March 2017 and £4.8m in provisions for claims relating to previous years that have not yet been received.</p>	Directorate	2013-2014	2014-15	2015-16	2016-17	Children Young People & Families	£ 465,352	£ 637,179	£ 2,021,207	£ 465,654	Social & Community Services	£ 47,731	£ 17,913	£ 12,346	£ 31,821	Community Safety	£ 95,615	£ 41,026	£ 235,216	£ 152,340	Environment & Economy	£ 750,499	£ 819,771	£ 1,162,935	£ 915,150	Corporate Services	£ 29,877	£ 11,179	£ 2,564	£ -	TOTAL	£ 1,389,074	£ 1,527,068	£ 3,434,268	£ 1,564,964
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<p>6. COUNCILLOR EMMA TURNBILL</p> <p>What assessment has been made of the impact of recent cuts to the County Council's housing related support budget, and the ending of automatic entitlement to housing support for out-of-work 18 to 21 year olds nationally, on the number of rough sleepers</p>	<p>COUCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR ADULT SOCIAL CARE</p> <p>People become homeless for a variety of reasons such as having lost a job, not being able to afford the rent or mortgage on their home, or following a relationship breakdown. Each individual's situation is unique and requires personalised support that helps them to improve their situation.</p> <p>In Oxfordshire, responsibility for homelessness is shared between the local</p>																																			

and vulnerably housed individuals in Oxford city centre and across the county?

housing authorities and the County Council, as the provider of social care, and is covered by different legislation.

The County Council is committed to supporting homeless people to address immediate issues they are facing and to find sustainable long term solutions that work for them.

We have retained this commitment at the time when our overall funding is continuing to reduce, whilst demand for statutory services continues to grow.

What we are doing to prevent and address homelessness within limited resources

1) New housing related support plan - From April 2017 we have pooled resources with all five local housing authorities and the clinical commissioning group to continue providing accommodation based services with support for 203 people. This provides £3 million of pooled funding over three years. Funding reductions are being jointly managed and monitored by all partners. The first reduction was to stop funding 83 units of low support accommodation. This has been implemented on 1 June 2017, with half of the people securing alternative accommodation in a planned way and other half planning to do so by the end of September. To date there was one eviction. The full impact of this decommissioning this service will be assessed in September. The second reduction in funding is planned in 1 April 2018. We are developing a robust plan with the providers and funding partners.

2) Community support service – We are continuing to invest £600k in a countywide community based service for 315 people at any point in time who are vulnerably housed or need support to sustain their tenancies. This service is provided by Connection Support and they respond quickly and work very effectively with young people, single adults and families.

3) Homelessness prevention trailblazer – We recognise that the best answer to homelessness is to prevent it from happening in the first place.

	<p>This is why we have supported our partners to bid for Department for Communities and Local Government Trailblazer fund. Together we have secured £790,000 over two years to develop county-wide innovative approaches to tackle root causes of homelessness. This work is being led by Oxford City Council and will be starting this summer.</p> <p>Housing support for out-of-work 18 to 21 year olds</p> <p>Central government decision to end automatic entitlement to housing support for out-of-work 18 to 21 year olds are of concern to us and our housing partners. As a system we monitor potential impact of the national welfare reform on housing and homelessness under the auspices of the Health Improvement Board. The board receives regular reports on a set of housing indicators, which takes into account local intelligence about various types of households, including young people. This work will continue this year and will link into our prevention work under the Trailblazer programme.</p>
<p>7. COUNCILLOR PAUL BUCKLEY</p> <p>“In view of the benefits to track-side Oxfordshire residents, in terms of reduce noise and diesel pollution, that would result from electrification of the main railway line northwards from Didcot, what action is the Cabinet Member for E&E proposing, to apply pressure to Network Rail to revive the Didcot-Oxford electrification scheme that has been ‘paused’ since 2016?”</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Network Rail is midway through an ambitious £38 billion five-year investment programme up to 2019, funded by the UK Government, which includes electrification of the Great Western Mainline as part of a major route upgrade. With the cost of electrification having tripled in cost to an estimated £2.8 billion, the Secretary of State asked Sir Peter Hendy, the chairman of Network Rail to review of their Enhancement Delivery Plan to see what could be delivered in an affordable way and more efficiently with a better understanding of cost and the delivery challenges, and within the funding available from the Treasury in the current funding period until March 2019.</p> <p>The Hendy Report was published in November 2015 and concluded that replanning of some works would enable them to be delivered faster and with better value-for-money. The report confirmed that electrification will still go ahead, albeit some route sections will be delivered to a different timescale than originally planned, including the line between Didcot Parkway and Oxford</p>

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In a written statement to Parliament on 8 November 2016, Transport Minister Paul Maynard MP announced that electrification between Didcot Parkway and Oxford would be deferred; no completion date has been given. In addition, electrification has been removed from the scope of East West Rail meaning the railway between Oxford and Milton Keynes will remain a diesel-operated route for the foreseeable future.

Whilst we are disappointed that the planned investment has been deferred, many of the benefits of electrification will be delivered in other ways:

The order for new Class 800/801 InterCity Express Trains has been changed so all trains will be bi-mode electro-diesel (rather than a mix of bi-mode and fully electric as originally proposed). It is worth noting that many of the Oxford-London 'fast' services will have used bi-mode trains anyway as they continue beyond Oxford to Worcester on the North Cotswolds Line which is not electrified; the changeover from electric to diesel will occur whilst the trains are on the move near Didcot rather than at Oxford. The only downside is that a bi-mode train when used in diesel mode is noisier and emits more pollution than a fully-electric train as they are heavier.

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Electrification itself will not have delivered the step-change in rail services that we think are needed to support a growing economy, and will not have provided the extra connectivity for residents and businesses.

Since electrification was confirmed in 2010, it has become obvious that a lack of capacity to operate more trains will become a major constraint in less than five years. This now has to be the top priority for rail investment in Oxfordshire.

The railway south of Oxford is already operating over 90% of its capacity and without extra infrastructure it will not be possible to increase the number of trains beyond those expected to be running in 2019, regardless of whether they are diesel or electric-powered trains.

Deferring electrification is therefore an opportunity to develop this nationally important rail corridor through the Knowledge Spine so it has better capability and more capacity to deal with the demand as Oxfordshire's, and the United Kingdom, economy and population grows.

Without extra track and station capacity between Oxford and Didcot, it will be very difficult, if not impossible, to achieve the following key rail objectives:

- East West Rail Phase 2 services being extended from Oxford to Didcot and Reading;
- New services to Cowley, with stations at Oxford Science Park and Oxford Business Park having potential to facilitate sustainable new housing at Grenoble Road;

- Direct services from Oxford/Didcot to Heathrow Airport once the new rail link into the airport opens in 2024;
- A half-hourly service from Oxford (and beyond, via East West Rail) to Swindon, Bath and Bristol;
- Increased service frequency between centres of growth in the Knowledge Spine, for example at Didcot, Culham and Oxford, with more trains calling at Culham linked to new housing and employment around the station;
- New rail links within Oxfordshire, for example by extending the diesel shuttle service beyond Oxford to Hanborough, and improving services to Banbury.

It is not in our best interest to seek a review of the government's decision. We cannot wait for decades before the railway catches up with our growth agenda; expanding the existing railway will be less complicated and less expensive without electrification.

When electrification does take place, it should be of an upgraded, higher capacity railway. In the meantime we will strive for a better deal for Oxfordshire by:

Working with Great Western Railway to understand how the passenger benefits of electrification, such as more seats and faster journeys, are going to be secured;

Working with Network Rail to identify and bring-forward enhancements that deliver extra track and station capacity and, where necessary, seek to safeguard the land required in the relevant Local Plan;

Work with OxLEP, the Growth Board and other partners to lobby the Department for Transport to commit funding that will allow Network Rail to start development work on enhancements to be delivered before 2024, in the same way that £27 million has been committed to further develop the Oxford-Cambridge expressway;

Seeking to better align investment in strategic transport infrastructure,

	<p>including rail, with the location of strategic development sites to maximise their viability and value for money;</p> <p>Submitting proposals to the Department for Transport setting out our ambitions for the next Great Western franchise, due to commence in April 2020.</p>
<p>8. COUNCILLOR LIZ LEFFMAN</p> <p>“The OVO Cycling Tour of Britain will be crossing Oxfordshire in the 7th stage of the race on September 9th. Many of Oxfordshire’s minor roads are in poor state, notably some of those that the race will be using. Can the Cabinet Member for Environment reassure members that the route will be inspected before the event, and can she tell members what steps will be taken to remedy any defects that this might throw up, which could compromise the safety of this high profile event?”</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Oxfordshire County Council Highway Coordination Team (HCT) met with the OVO Energy Tour of Britain organisers in early June to discuss the race route and traffic management requirements.</p> <p>A road condition survey of the route within Oxfordshire has already been arranged to be undertaken by a Highway Inspector. Any serious highway defects reported during this inspection will be scheduled for repair prior to the race taking place, in line with current defect repair procedures. This race last took place in Oxfordshire in 2012 and a similar procedure was undertaken to ensure defects were repaired.</p> <p>The HCT work closely with event organisers to ensure public highways are suitable (if the activity is appropriate) for events such as cycling races and to coordinate these activities to avoid clashes with roadworks and other events. The team attends Safety Advisory Groups to advise event organisers regarding ‘best practice’ guidance and relevant legislation requirements in the planning and execution of their events. We will be receiving event documentation regarding the Tour of Britain from the event organiser in due course for review and comment.</p>

9. COUNCILLOR SUSANNA PRESSEL

One of the best ways to reduce pollution and congestion is to encourage people to leave their cars at home and use other forms of transport. In Oxford about 17% of people travel to work by bike. That's not bad. However, in Cambridge it is 29% and in several cities in mainland Europe it is about **40%**. What is our aspiration and by when?

COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT

I agree that one of the best ways to reduce pollution and congestion is to encourage people to leave their cars at home and use other forms of transport. There would also be significant physical and mental health benefits.

As part of our LTP adoption, an amendment was passed at Full Council which stated that LTP4 should be strengthened in its aim to reduce air pollution and that walking and cycling should be encouraged more positively. In response to this amendment, the LTP4 update included a new Active & Healthy Travel Strategy (AHTS) which outlines how walking, cycling and Door to Door travel can become a feasible choice for all. Implementation of the Strategy is overseen by an Active & Healthy Travel Steering Group that includes representatives from OCC Transport and Public Health, the City & District Councils, Oxfordshire Sport & Physical Activity and user representatives.

While several cities in mainland Europe have significantly higher levels of walking and cycling than the UK, at this stage we have not proposed specific targets for levels of cycle use, although this is something we could consider as we develop this work further. It is important to state that Oxfordshire County Council does not have its own capital funding, so we are dependent on funding bids and developer funding. With this in mind, we have recently updated our Walking & Cycling Design Standards to reflect best practice and help us secure more funding.

10. COUNCILLOR SUSANNA PRESSEL	COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT
<p>Various measures are being planned or discussed to improve air quality in Oxfordshire. However, things are moving much too slowly. In some parts of my division air quality is <i>getting worse</i>. There is quite rightly huge public concern about this, as the serious health impacts become better known. How can we speed up the planned improvements?</p>	<p>Whilst air quality monitoring by the City Council confirms NO2 levels across Oxford have dropped by 35% in the last ten years, air quality levels on Batley Road, between 2015 and 2016, have increased at a number of monitoring stations.</p> <p>A review of the long term traffic trends for Botley Road confirms that traffic is reducing on the inner cordon (i.e. near Osney Bridge) and is generally stable at the outer cordon (west of Seacourt Park & Ride). There was however a reduction in traffic levels on Botley Road during the construction of Frideswide Square (during 2014 and 2015) which may explain why pollution levels increased in 2016. Further monitoring is required before we can be certain of this and so we look for to analysing future results when they become available.</p> <p>Whilst the longer term trends are positive there is clearly more work to be done to improve air quality in Oxfordshire. The County Council's Local Transport Plan, which, as part of the Oxford Transport Strategy, has an ambition agenda and a much stronger focus on mass transit, walking and cycling, in combination with measures to reduce traffic congestion whilst improving air quality.</p> <p>Proposals include introducing a zero emission zone in Oxford city centre by 2020, enabling the creation of a city-wide zero-emission zone by 2035. A joint County and City Council study on this is already underway and is due to be published soon.</p> <p>The County Council has also been developing further proposals for mass transit, pedestrian and cycle improvements on the city's main transport corridors. This will put us in a stronger position to secure specific improvements or funding from developments and take advantage of central government funding opportunities when they arise. We are already delivering the Access to Headington project, a £12.5m package of improvements that</p>

	<p>will deliver the first phase of infrastructure required to achieve mass transit and cycle networks in that area. And very recently we submitted a bid for £5m of government funding to implement public transport, pedestrian and cycle improvements along the Botley Road corridor, and if successful, these measures would be in place by 2020.</p> <p>Work is also being undertaken to consider whether a workplace parking levy or a congestion charging scheme would be right for Oxford and this is to be reported in an outline business case at a future Cabinet meeting. If implemented this would help to manage traffic growth in the city and provide a more reliable funding stream to help deliver the ambitions of the Oxford Transport Strategy, including reducing transport-related air pollution in Oxford and beyond.</p>
<p>11. COUNCILLOR SUSANNA PRESSEL</p> <p>Some councils, e.g. Gateshead and Brighton are being praised for managing their grass verges for wildlife and wildflowers. How does Oxfordshire compare?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>We are not aware of any bench marking data and can therefore not comment on how we measure up against other councils. However we do maintain Road Side Nature Reserves, identify and save rare plants i.e. Lizard Orchid on A4074 and avoid premature cuts when possible. The following link gives guidance on how to look after and designate road verge nature reserves - https://www.oxfordshire.gov.uk/cms/content/road-verge-nature-reserves</p>
<p>12. COUNCILLOR NICK CARTER</p> <p>As it is now a year since the County Council embarked on its ambitious transformation programme, 'Fit for the Future', it would be timely for members to understand what has been delivered so far, how much has been invested and how much saved. Will the Cabinet member explain the project's progress, in the context of its overall investment programme and intended</p>	<p>COUNCILLOR LINDSAY-GALE, CABINET MEMBER FOR PROPERTY & CULTURAL SERVICES</p> <p>In total, one-off funding of £6.9m has been identified for the Fit for the Future Programme which was approved by Cabinet in April 2017. The planning and preparation began in 2016/17 but the majority of costs will fall in 2017/18 and 2018/19. This one-off investment will enable services to transform and through re-design allow the delivery of £15m on-going savings across the Council expected from April 2018 onwards.</p> <p>A cross-council Project Management Office (PMO) to support and coordinate</p>

business outcomes?

all projects and programmes has been in place from April 2017 and most of the digital technology we require will be in place by the end of July. The refresh of ICT equipment and provision of new collaboration tools to support flexible working is underway and is expected to complete in December. The next stage of the Management Review will commence this summer and report in the Autumn. This month all staff will contribute to an Activity Analysis which to establish a full profile of the current operational work of the Council. In some libraries we are trialling digital assistance for customers. The first examples of digital services for Fire & Rescue Service and Adult Social Care will go live in July and September respectively. Locality reviews to establish the best use of community assets are now underway in a schedule that will ultimately embrace the whole county.

These and other actions will inform the service redesign work being led by Directors to deliver the expected savings.

Key features of the investment programme are:

- External expertise to support the implementation of a one council approach on data management and business intelligence
- Additional temporary resources in the areas of technology, project management and business analysis and to ensure that some OCC staff can be dedicated to the Fit for the Future programme without prejudicing day to day operations
- Securing the technology to enable the broadest range of services to be available on-line and self-service, putting in place the necessary support in place to help those who need it
- Establishing locality reviews to make the best use of community assets and to move services and support closer to local
- Additional support to actively manage demand and reduce running costs – particularly in Children’s Services

The intended outcomes of the Fit for the Future Programme are that :
It will improve and simplify the customer experience,

	<p>It will reshape our services ensuring they is a digital offer where possible It will integrate and streamline systems and processes It will ensure we take a whole place approach to our service delivery and make the most of our assets.</p>
<p>13. COUNCILLOR JEANNETTE MATELOT</p> <p>Ten years ago St Andrew's primary school, Chinnor, was scheduled to be rebuilt under the 'Building Schools for the Future' programme. Then, in 2010, the new Coalition government realised the devastating scale of the UK's deficit, and the BSF programme had to be halted as a result. This was just as the work was due to start at St Andrew's. It is now a decade since the County Council agreed that St Andrew's was in a dilapidated state and supported the school's bid for BSF funding. Does the Cabinet member agree that patching and mending have become a false economy, and it's time to take radical measures for the sake of this outstanding school's future?</p>	<p>COUNCILLOR LINDSAY-GALE, CABINET MEMBER FOR PROPERTY & CULTURAL SERVICES</p> <p>I am as frustrated as the local member by the choices we have had to make in respect of St Andrew's school, for as the member says, all of us wanted to rebuild the school rather than repair it.</p> <p>The local member is right that in 2009/10 the replacement of the school buildings was identified as a priority by the Council, and that we worked with St Andrews School to submit a bid for inclusion in the Government's Primary Capital Programme, a national programme intended to rebuild or refurbish at least half of all primary schools over a 15 year period</p> <p>He is also right that, as part of the deficit reduction measures implemented by the coalition government in 2010 the Primary Capital Programme was cancelled and the scheme at St Andrews School was therefore unable to be taken forward as originally proposed.</p> <p>This meant that the option to rebuild St Nicholas was no longer available to us and we had instead to focus on how we could use the grants we get for maintenance and basic need to improve the school site.</p> <p>The Council has worked closely with the Headteacher and governors to invest around £1.7m in the existing buildings to both address the priority repair and maintenance needs and plan for future growth in pupil numbers.</p>

	<p>The Council would have much preferred to construct a new school rather than patching and repair old buildings. However, I hope the member can see that we have worked hard with St Andrew's to use the funds we do have in the most effective way we can, and that whilst this is not what either us or the school would have wanted, it is the best use of the money in circumstances that were not of our making. It is also serves as another example of why the Council is now focused on investment to use our estate to raise capital so that we can better manage our buildings and support all the services we deliver from them.</p> <p>Finally it is worth celebrating that despite the difficulties of their building St Andrew's gained an 'Outstanding' rating by Ofsted following inspection in May 2013 and we do hope that the further investment planned will help to maintain this outstanding standard going forward.</p>
<p>14. COUNCILLOR NICK CARTER</p> <p>Following the Government's business rates review, I am being asked by residents in the Thame & Chinnor area how the new rates have been assessed for local pubs. Their interest stems from recent reports by the pub industry that 1 in every 5 of pub closures nationwide since 2010 was directly attributable to high business rates. There is, therefore, a need for clarity about what discounts and relief are available to pubs in Oxfordshire, even successful ones, under the new scheme and what the 'local discretionary fund' consists of. Can the Cabinet member reassure pubs such as the multi-award-winning 'Cross Keys' in Thame that the business rates review will not merely penalise</p>	<p>COUNCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</p> <p>In accordance with the changes announced by the Chancellor of the Exchequer in the budget in March this year, from April 2017, all pubs are eligible for a £1,000 discount on their rates bill. Furthermore, where a pub is the only one in a village and the rateable value is less than £12,000, they are entitled to rural rate relief. The new local discretionary fund is targeted at those businesses that, as a result of the revaluation which took effect this April, saw the most significant increases in their bills. The details of the scheme are determined locally by district councils and consultation is required with businesses and the relevant precepting authority (the county council).</p> <p>The funding has been allocated to district councils based on the number of properties with rateable values of under £200,000 and experiencing an increase in rates from the previous year before other reliefs of more than 12.5%. The city and district councils are proposing a standard scheme for Oxfordshire, but allowing for local discretion. It is expected that details of the scheme will be agreed by each of the authorities by the end of August.</p>

successful pubs for their success?	
<p>15. COUNCILLOR NICK CARTER</p> <p>The National Literacy Trust has reported recently that the reading habit is declining among children between the ages of 8 and 16, and this trend is particularly prevalent among boys. The Trust has found that among boys, reading enjoyment fell from 72% at ages 8-11 to 36% at ages 14-16. For girls at ages 8-11, 83% said they enjoyed reading, but this dropped to 53% at ages 14-16. In the light of the Trust's report, will the Cabinet member recap on the County Council's reading project, which was showing encouraging results a couple of years ago?</p>	<p>COUNCILLOR HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH & EDUCATION</p> <p>Oxfordshire's Reading Campaign, initiated in 2012, focused on the recruitment, training and coordination of volunteers to hear children read in Oxfordshire primary schools. Leadership of the Campaign was contracted to the National Literacy Trust.</p> <ul style="list-style-type: none"> • 63 Oxfordshire primary schools took part • 85 teaching assistants and 126 teachers were trained • Over 800 pupils received the Project X Code intervention • 209 volunteers worked with 269 pupils <p>The 2014 evaluation report details the achievements and challenges. Some positive impact on pupil outcomes in reading are recorded.</p> <p>Since 2014 several other reading projects have run in Oxfordshire, for example 'Every Child a Reader', funded through Schools Forum, and the Gaining Momentum project, funded by OCC and delivered in secondary schools by the National Literacy Trust. A voluntary sector project to support volunteers in schools 'ARCh' currently covers 100 Oxfordshire primary schools with volunteers hearing 750 children read each week.</p> <p>Local authorities are no longer in a position to commission large-scale projects such as the Reading Campaign, and schools, particularly academies, are now more autonomous, responsible for choosing and developing their own improvement programmes. The local authority role is as an enabler, working with partner organisations, such as ARCh.</p> <p>Oxfordshire primary school data from 2016 shows that compared with the national figure, Oxfordshire's children achieve more highly in reading than in</p>

writing. This is also likely to be the case in 2017.

Once the 2017 data for reading and writing outcomes at Key Stages 1 and 2 is available, it is proposed that a 'Think Tank' approach is employed enabling a wide range of schools and partners to evaluate what currently makes a difference in reading, but particularly in writing, and for vulnerable pupils, as these are areas of current underperformance in Oxfordshire.

Present:

Councillor Zoé Patrick – in the Chair

Councillors:

Lynda Atkins	Mark Gray	Deborah McIlveen
Hannah Banfield	Carmen Griffiths	Glynis Phillips
Jamila Begum Azad	Tim Hallchurch MBE	Susanna Pressel
David Bartholomew	Pete Handley	Laura Price
Maurice Billington	Jenny Hannaby	Eddie Reeves
Liz Brighouse OBE	Neville F. Harris	George Reynolds
Paul Buckley	Steve Harrod	Judy Roberts
Kevin Bulmer	Mrs Judith Heathcoat	Alison Rooke
Nick Carter	Hilary Hibbert-Biles	Dan Sames
Mark Cherry	John Howson	Gillian Sanders
Dr Simon Clarke	Ian Hudspeth	John Sanders
Yvonne Constance OBE	Tony Ilott	Les Sibley
Ian Corkin	Dr Kirsten Johnson	Emily Smith
Helen Evans	Bob Johnston	Roz Smith
Arash Fatemian	Liz Leffman	Lawrie Stratford
Neil Fawcett	Lorraine Lindsay-Gale	Alan Thompson
Ted Fenton	Mark Lygo	Emma Turnbull
Mrs Anda Fitzgerald-O'Connor	Kieron Mallon	Michael Waine
Mike Fox-Davies	Jeannette Matelot	Liam Walker
Nicolas Field-Johnson	Charles Mathew	Richard Webber
Stefan Gawrysiak		

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QUESTIONS WITH NOTICE FROM MEMBERS OF THE PUBLIC

Question from Mr Tom Hayes to the Leader of the Council

Air pollution has gone up in parts of Oxford and the problem is likely to get worse before it gets better, contributing to hundreds of avoidable deaths every year. [Public Health England report that 5.3% of deaths in the county are attributable to particulate air pollution.](#)

Everybody visiting, living, and working in St Clement's is breathing air that is getting worse, possibly causing them to get very ill. St Clement's is the most polluted part of the city and latest figures show its air quality getting worse, in large part because of emissions from local transportation.

Oxford City Council monitors air quality because it has a statutory duty to review local air quality. The results are used to assess air pollution in relation to guidelines and objectives that are set by the European Union and the UK Government. That same Government is calling on local councils like my own to draw up action plans for tackling poor air quality. However, the council which controls the roads and how they are used in the city is this one. My council has to engage with yours on all measures to improve air quality in Oxford.

Can you tell me what five specific steps this county council is taking as local transport authority to clean the air that St Clement's breathes every day, and the total sum of money being spent this municipal year? In choosing your five steps, I would welcome you picking those which you believe are leading to the largest and quickest impacts on air quality.

Thank you in advance for answering this question in detail."

Answer

Based on 2016 monitoring undertaken by the City Council, NO₂ levels across Oxford have dropped by 35% in the last ten years. Monitoring also confirms that air quality in St Clements has improved albeit it is recognised that levels here are now above other areas and what are considered to be more acceptable values.

Air pollution is clearly an important factor to people's health and the Public Health England Indicator is useful in highlighting this issue and enabling us to keep it under surveillance. The report quoted is from 2014 and later figures are available for 2015 which show the estimate for Oxfordshire is now 4.7%, however the indicator is based on a model and it is widely accepted that the actual figure could vary widely from these estimates.

Long-term exposure to air pollution contributes a small amount to the deaths of a large number of individuals rather than being solely responsible for deaths as demonstrated below:

Risk Factor	Annual attributable mortality in England	Deaths for which the risk factor is the main cause of death
Long-term exposure to particulate air pollution	25,000	Small number
Alcohol	22,481	6,000
Smoking	79,700	43,400

Overall, monitoring trends in the city are very encouraging and confirm that air quality in Oxford is getting better; a reflection of the positive work both councils have done over the years.

This includes, in 2013, the implementation of the Low Emission Zone in Oxford city centre. Developed by both councils the LEZ requires all bus and coach services travelling through certain city centre streets to meet minimum emissions standards. The benefit of the LEZ is much wider given a majority of the buses and coaches that travel to the city centre also pass through other areas including St Clements.

There is clearly more work to do though. Enabling and delivering more housing including more affordable housing in the city would have a positive impact by reducing demand on the network. This is the current challenge for the City Councils Local Plan currently out for consultation. In the meantime, the County Council has an ambitious Local Transport Plan, which puts forward proposals, as part of the Oxford Transport Strategy (OTS), to introduce a zero emission zone in Oxford city centre by 2020. A joint County-City study is already underway and due to be published soon.

The transport strategy also includes proposals for mass transit and a step change in walking and cycling that will be enabled and supported by an ambitious agenda of road space reallocation, and a much stronger focus on reducing the causes and impacts of congestion, which is a major contributor to air pollution in the city.

Since the adoption of the OTS the County has been working on a number of corridor studies to develop further proposals for mass transit, pedestrian and cycle improvements on the city's main transport corridors. The corridor studies mean we are better positioned to secure improvements or funding directly from development and take advantage of central government funding opportunities when they become available. Already completed studies are published on the County's website with further studies planned in the future including, but not limited to, St Clements.

The strategy also suggests a Workplace Parking Levy or congestion charge scheme could be implemented in the city, and in November last year, the County Council's Cabinet resolved to consider whether either would be right

for Oxford and to report the findings of an outline business case at a future Cabinet meeting. If implemented this would help to manage traffic growth in the city and provide a more reliable funding stream to help deliver the ambitions of the OTS, including reducing transport-related air pollution in the city.

Advances in technology will also be key to improving air quality and the County have already been supporting trials of wireless induction charged electric buses, which run fully on electricity. As technology continues to develop, with increasing speed, we expect electric buses and other types of low (or zero emission) public transport to become more widespread and we will support pilots where appropriate, working with businesses and research institutions.

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