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| **Title** | County Councillor’s Report |
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| **Division** | Berinsfield & Garsington Division  |
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**County Council calls for government review of adult social care funding**

OCC called on the government to review its funding allocations for adult social care, following publication of a review into the cost of care by the County Councils Network. The report estimates that, nationally, an extra £854 million is needed in the allocation fund each year to make care sustainable and avoid large-scale closures and ensure ongoing investment into the social care sector.

**County Council to pursue detailed discussions on stadium proposal**

Oxford United FC’s bid to lease 18 hectares at Stratfield Brake in Kidlington for 250 years to develop a new 18,000 capacity football stadium is set to be discussed, based on objectives that have been guided by extensive public feedback. In January the council conducted a public engagement exercise on the stadium proposal, and a total of 3,740 responses were received. Cabinet has agreed that the council should enter discussions while seeking maximum environmental, transport and education benefits.

**Oxfordshire’s £32.8m Zero Emission Bus Regional Areas (ZEBRA) bid to the Department for Transport (DfT) was successful.**

Along with £6m from the council and £43.7m from bus companies Go Ahead and Stagecoach, the funding will deliver 159 electric buses and the infrastructure to charge them in a package worth £82.5m.

The electric buses will be rolled out starting from summer 2023 and will be used on bus routes operating wholly within the Oxford Smart Zone. They will save an estimated 9,200 tonnes of carbon dioxide emissions each year – the equivalent of taking more than 6,000 cars off the road – and will mean that approximately 70% of bus miles driven in the Smart Zone area will be operated by electric buses.

This is **in addition** to the £12.7m secured (out of the £56 million originally requested) as part of the National Bus Strategy fund - 31 areas across England were awarded money under the latest round of the Bus Service Improvement Plan (BSIP) scheme. Many areas received nothing at all.

Separately,Oxfordshire County Council has received £500,000 to support Oxford to become a zero emission transport city, as part of a government pilot programme. The Department for Transport invited cities who are keen to decarbonise their transportation systems and make zero emission travel more accessible to apply for funding. Oxfordshire County Council is one of just three local authorities to receive this funding, selected because of our commitment to deliver extensive bike lanes, an all-electric bus fleet, restrictions that discourage petrol and diesel vehicles, and initiatives that increase the use of electric cargo bikes (e-cargo) and vans for deliveries.

Of immediate local interest, I have received confirmation from cabinet member Tim Bearder that the routing of the X39/X40 service remains under review, and there is optimism that the 3rd hourly service may return in September.

**HIF1 Didcot/Culham/Clifton Hampden bypass project**

After representations from local councillors, OCC cabinet have delayed their final decision on the HIF1 project, requesting assurances from government before final approval. The project budget has increased to £296million from the original planned £235m, meaning the council now has to borrow to fund some of the costs. The council has asked for-

* An extension to 31st March 2026 and assurance that risks to the delivery timeframe caused by exceptional circumstances will be mitigated.
* Confirmation that the Council has flexibility to design and deliver infrastructure that will reduce the carbon impact and reduce the need to travel by car.
* The draft of any amended GDA (Grant Determination Agreement) to be presented to OCC Cabinet for approval.
* A Cabinet Advisory Group (CAG) to be set up to oversee the detailed design and development of HIF1, consistent with OCC’s new strategic priorities.
* Development of a new Didcot area transport strategy and masterplan